
10
11
10
8

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Twist Grip Synchronized Spark and Throttle with new longer steering handle for ease of control.

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Absolutely repellent to barnacles, borers, and other marine organisms! To you, this means fewer haul outs...without laborious scraping and frequent refinishing. Your boat is sleeker, faster and more responsive with "Vinelast" on the bottom.

2 other Safeguards for your Boat:

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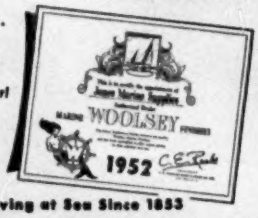
This rugged marine finish in fume-proof White and non-fading Colors is designed to take a beating on deck, topsides and cabin surfaces. Smooth, hard and brilliant, Cawlux holds its lustre longer and is easily cleaned because dirt won't become embedded.

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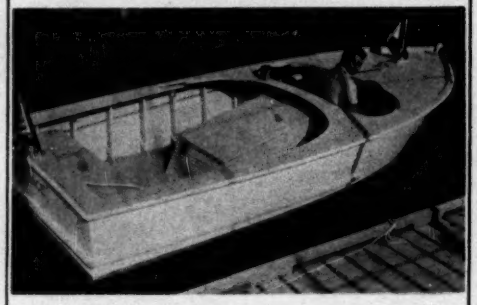
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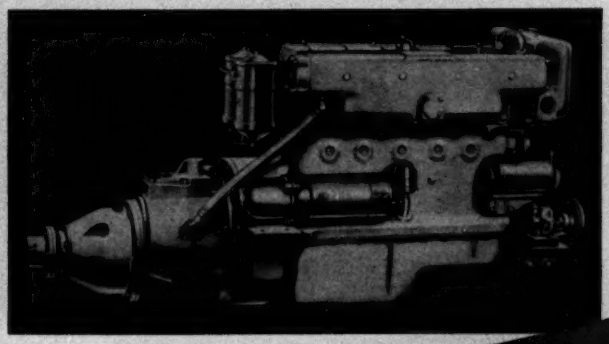


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This is only 200 lbs. heavier than a gasoline engine of equivalent piston displacement. We are greatly pleased with it. Exceptionally well balanced and soft running, it is ideal for medium sized cruisers, also it should prove sensational in twin-screw 40-footers. Watch for news of this engine, for it will be important.

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31 Models—
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Gray is ready for the interesting season ahead of us—ready for you with the most complete range of engines offered by any marine manufacturer today. In choice of models, in information, in available equipment, and attention to installation details, there is a thoroughness that you can't get elsewhere.

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We like this business because it is a challenge. Last year we doubled the personnel of our Experimental Test Department, and put two new test boats in service. We developed an important new lightweight Diesel, and we bring you news of other improvements attesting the energy and high standards of the organization.

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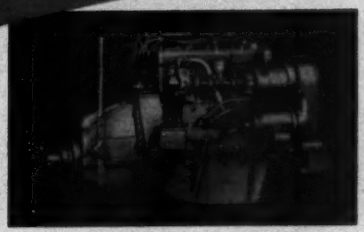




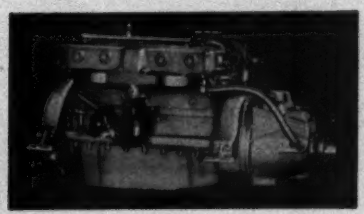




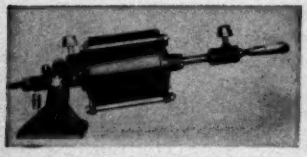




"FOURS"—10 models, 16 to 90 hp (gasoline). Shown here is Phantom Four-75, now built with counterbalanced crankshaft. An opposite-rotation pair of these deliver a total of 150 hp, yet weigh less than a single 150 hp engine.



"SIXES"—16 models, 73 to 180 hp (gasoline). The engine illustrated is the popular MODEL 100, shown with hydraulic reverse gear. The uniform Gray design provides for easy servicing, that will save time and money for you. No skimping—best materials used throughout.



Sleeve Shaft Power Cylinder for remote control of reverse gear. Operates from manifold vacuum. Can be used with any standard engine, to 250 hp.



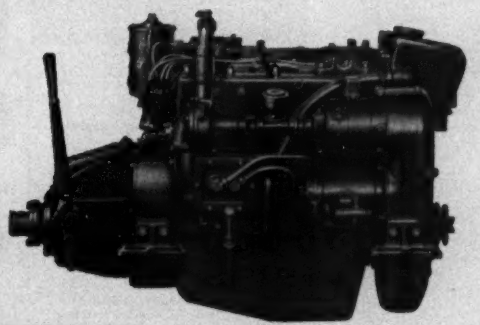
Automatic Temperature Control Attachment, now available on smaller 4-cylinder engines, similar to Thermogard. Discourages condensation trouble. For slow speed, cold water operation.



Vee Drive Gear, for installations with engine aft. Can be used with most standard engines. Right and left hand rotation. Drive ratios 1:1 and 1.53:1.



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FRESH WATER COOLING—now available on all Graymarine engines. Insures better operation and longer life, under controlled conditions. Illustrated is ALASKA LUGGER, a special style of the Gray Four-162, developed for the Bristol Bay salmon cannery fleets in Northern Alaska. 500 will be installed this winter.



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Particularly if you
COMMAND A 1952 - - - ***Chris-Craft!***

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"Will there be a shortage of pleasure boats in 1952?"

And says —

"I cannot answer that. All I know is I ordered every Chris-Craft runabout, cruiser, express cruiser and motor yacht I could buy at the factory recently, and am now taking delivery. It is possible a shortage — due to scarcity of materials — may develop the last half of this year."

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Here Is a Beautiful Boat — 34-ft. Enclosed Cruiser



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SEE CHRIS-CRAFT . . . Page 5 . . .

See Chris-Crafts on display at Staff Jennings, Inc., West end Sellwood bridge, Portland, Oregon.

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Staff now has a complete line of Chris-Craft boats, ALL NEW FOR '52. Sizes 8 to 62 feet.

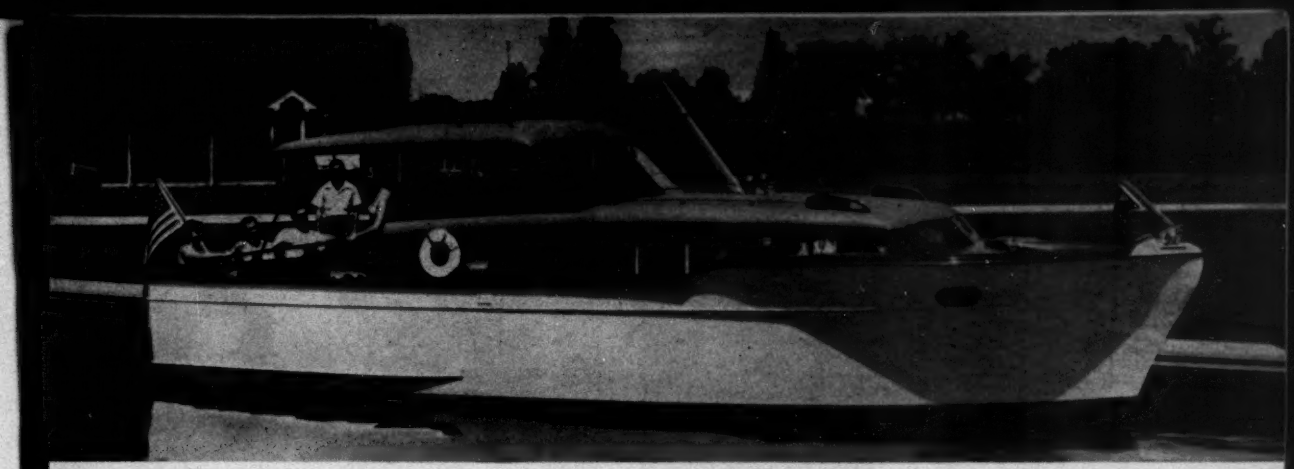
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There are years and years of healthful enjoyment for you in this new 1952 Chris-Craft 34-ft. Commander! Stateroom forward, dinette, galley, toilet compartment. Sleeps 6. Options of twin engines, speeds to 30 m.p.h. Other beautiful, new Chris-Craft Cruisers for 1952, 25 thru 50 ft. Act now!

Command a New 1952 Chris-Craft!



Glistening two-tone Riviera Runabouts for 1952 in 18 (above) and 20-ft. lengths, with speeds to 40 m.p.h. Also, high-speed Chris-Craft Runabouts in 17 and 20-ft. lengths. Join the fun! Buy NOW!



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Sunny new Sun Deck of the 50-ft. Catalina adds an open-air living room to this stream-styled cruiser. Look at the room on that deck, the wide lounge seat across the back!



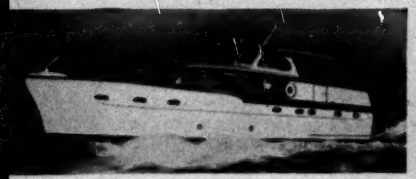
Here's a low-cost cruiser by Chris-Craft—new 24-ft. Express with large cockpit, 2 bunks forward, galley shelves. Speeds to 33 m.p.h. New Express Cruisers also available in 22 thru 42-ft. lengths.



Inviting lines, clean design make this new 27-ft. Semi-Enclosed Cruiser a beauty on anybody's lake. Bow cabin with 2 berths, toilet. Spacious, airy cockpit. Single or twin engines, speeds to 32 m.p.h.



Chef's delight is this complete ship's galley of the magnificent 62-ft. Motor Yacht—modern in every way! This is typical of the quality you buy when you buy Chris-Craft!



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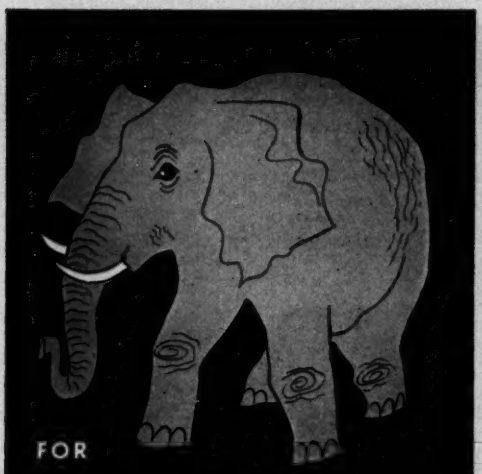
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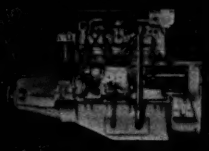
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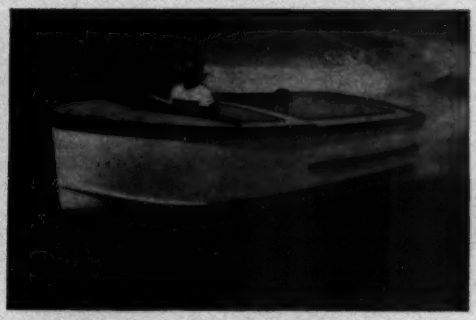
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Saloon Special	81	3000	220	
90*	95	3000	230	939.00
Mercury	100	3000	239	835.00
100*	110	3000	328	1,237.00
6-220*	140	3200	330	1,442.00
150	185	3000	447	2,073.00
160	175	3400	548	3,100.00
170	200	2400	611	3,270.00
200	225	2400	675	3,370.00
300	350	3000	894	4,882.00
SPECIAL HIGH SPEED				
4-60	60	3400	134	$ 670.00
6-90*	95	3000	230	889.00
6-110*	110	3600	226	1,250.00
6-130*	130	3200	330	1,252.00
6-145*	145	3200	330	1,407.00
6-150*	150	3400	339	1,500.00
DIESELS				
4-166 Coast Guard Life-Saver	90	3000	166	$ 2,722.00
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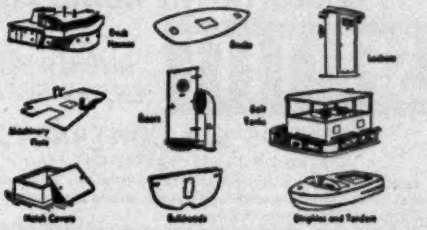
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(FOR MORE DETAILS SEE 1952 CATALOG NO. 135)



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New SPHERICAL COMPASS with Built-in Compensator

3½" Card
Fig. 562
The "Guidare" Sailboat Model



GIVES STEADY PERFORMANCE EVEN AT 90 DEGREE HEEL.
With internal ring to compensate for extra amount of heel prevalent in all types of sailing craft. Lubber line is also self aligning.

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Fig. 1104

LUCITE LAVATORIES

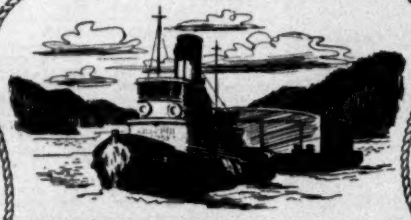


Fig. 825
Chip Proof Heat Resistant Lightweight White
Size—13" x 13"
Fig. 823

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PACIFIC MOTOR BOAT'S

Magazine of Boating and Yachting

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MARCH, 1952

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THE COVER —

DINGHY SEASON IN SOUTHERN CALIFORNIA — South Coast 10's, fiber glass dinghies built by the South Coast Co., fighting to windward during the Manning Dinghy Regatta at the Newport Harbor Yacht Club in Southern California.

Meet Your Marine Dealer

THERE are all kinds of yachting, boating, inter-club, civic and dealer organizations around the boating centers of the Pacific Coast. Reduced to a fundamental purpose their combined objective is to make the finest use of western waters available to the most people.

Each likes to see the other successful because the more horsepower behind the boating wheel means all the more development of fun and facility.

One of the staunch members of the Northwest Marine Industries, which holds its meetings at Seattle, wrote a very well-expressed letter to the association. It is thoughtful. It is broad in its reasoning. It seemed to us that, with the changing of a few specified phrases, this letter could apply to most any of the varied clubs that make boating in the West a very attractive affair.

It further seems to us that it is a fine chance for boat owner and prospective boat owner, alike, to meet his marine dealer. To realize that he is a fellow that spends as much time improving what boating has to offer as he does making money out of it.

The combined issues of *Pacific Motor Boat* magazine, its monthly "Magazine of Boating & Yachting" and its "Work Boat Journal," reach across the strata of Pacific Coast boating—from he who owns a boat, cruises in one, hopes to own one, or works on one; to the club, dealer, boatbuilder, marine representative and naval architect. We think all might like to read the letter of Mr. A. V. Evans, President, Evans Engines & Equipment Co., and so we present it in the following:

"(1) Remember that the NMI is working (a) to improve conditions of all phases of the marine industry in the Pacific Northwest; (b) to obtain better facilities for the safe handling and harboring of all small craft, both pleasure and commercial; (c) to stimulate interest in pleasure boating in Western waters.

"(d) to induce more people to spend their summer vacations here and thus to increase our boat-loving and boat-using population; (e) to foresee and forestall detrimental legislation and to conceive and promote beneficial legislation and administration; (f) to assist any branch of marine activity to protect itself from encroachment;

"(g) to establish and maintain better trade practices for the protection

(Continued on Page 43)

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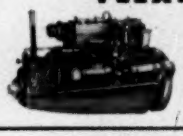
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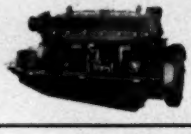
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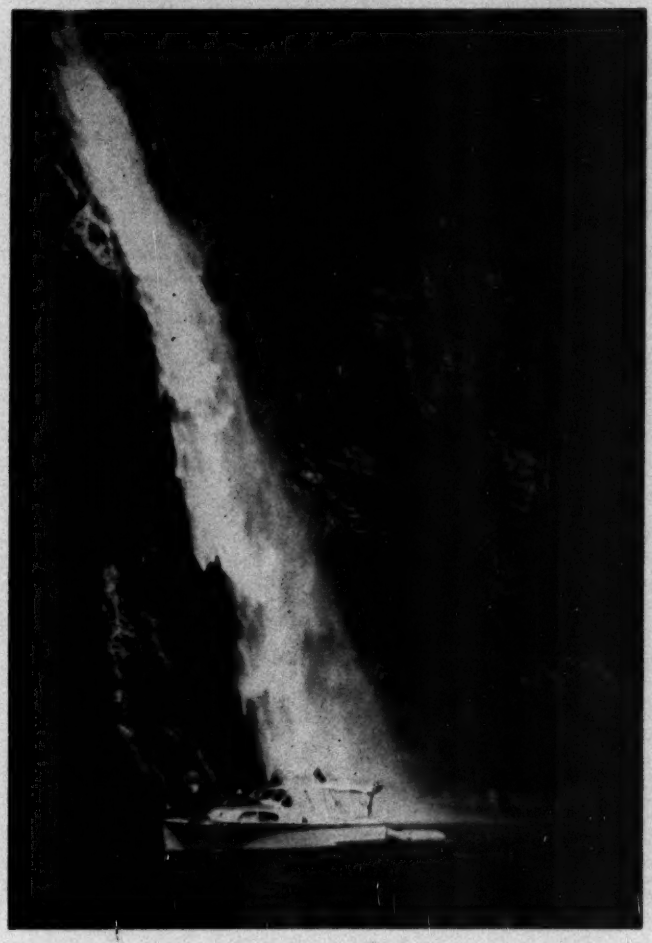
LOS ANGELES
SAN DIEGO

SHEPHERD MARINE

SAN PEDRO

A Canby to Canada Cruise

"She is all ours and she don't leak", writes the author, who lives in Canby, Oregon on the Willamette and built his own boat to cruise to Canada...



"Gypsy" moored by a small falls on Toba Inlet. Nancy Lamb, poised on the bow, tried to take a shower, but found the water c-c-cold.

by Claire Haines

Editor's note: Mr. and Mrs. Haines and Rod and Nancy Lamb with their two children, in two boats, teamed up to make this trip. All live in Canby, Oregon.

THIS yarn touches only on the high lights of a 15 week, 2600 mile cruise we took last summer. How did it all come about? Well, the dismal international situation, plus the fact that we are getting up in the paint cards in age forced us to decide that if we expected to go north in our own boat we had better get at it soon.

Our 18-foot cruiser was too small for a trip of that kind and a factory job would put our already anemic income flat on its back, so we built the *Seniah* ourselves. She is a 27-footer, a back yard boat I'll admit, but she is rugged, comfortable, seaworthy; looks more like a trailer house inside the cabin than a boat but, by gosh she don't leak, and she is all ours.

Along came spring. Rod and Nancy Lamb caught the cruise fever bad and started talking about accompanying us. They worked like beavers remodeling their 23-foot Chris Craft *Gypsy* to accommodate four. We were tickled pink to have them along, but privately did not think they could get two grownups, two lively kids and all their supplies in that size boat. We underestimated Nancy. She not only did, but she got enough odds and ends tucked away to start a store. Rod complained about losing 10 mph.

Rod and Nancy decided to trail their boat to Olympia, put in there and meet us. So on May 31 Bonnie and I took off, through the Oregon City locks and down the Columbia on our sea adventure. The trip up the coast was interesting but uneventful, except for a four-day lay over at Grays Harbor to allow a Sou'-easter to blow itself out.

At Tatoosh Island we found a flat sea, people in row boats all over the place, so we blithely sailed past Neah Bay, headed for Port Townsend. Now right there is where we made our first big mistake! We learned about tide rips in the Straits the hard way. We did not know then that we should have tossed the tide book overside and used the current table for our Bible. At Pillar Point we hit the ebb tide rip with (all of a sudden) a dilly of a tail wind, and for three of the longest hours of our life we began to think that we would not care for cruising after all.

We never knew before that waves so high could build up from a flat sea so fast, come from all four directions at once, and be so close together. We emerged at Freshwater Bay — pale, glassy eyed, wiser and glad that we had made our boat extra strong. I think Bonnie aged 10 years in that three hours. From there to Olympia

was tame by comparison and we met the Lambs and their two children, Sally age 8 and Scott 7.

June 9, 3:15 p.m.: Splash! Bonnie fell in at Skip Tretheway's, on Steamboat Island. She took quite a ribbing. After the episode on the Straits we adopted a new system of navigation that really worked. We listened to every weather forecast, faithfully watched the barometer, tried to remember all we had been taught, then said "Aw Heck," climbed out of our boat and asked the fishermen and tug boaters about the weather, when to go and when to stay in port. They would sniff the breeze, eye the seagulls and seem to consult some inner oracle, then tell us. We took their advice and they never failed us.

We obtained a 90-day cruising permit at Sidney (nice guys) and ate fish, clams, crabs and oysters for breakfast, lunch and dinner, saying to each other "This is the life—lets stay a week." At Maple Bay we went to the hotel for dinner where the waitress was so very, very English that Sally and Scott had to have an interpreter. Their eyes got big as saucers, then they turned to Nancy and whispered, "Mummy, what did she say?"

At Ladysmith, Harry and Zella Olmstad came rushing down to their dock, waving and cheering us in. The Canadians so far had been very nice to us but, we thought, "This is the acme of hospitality." While docking we found that Harry and Zella thought we were the first arrivals in a predicted log race between the Nanaimo and Victoria Yacht Clubs, which ended at their wharf. About this time the winners began to show up and as we were the only U. S. boats there, that whole gang really showed us a good time. They are wonderful people.

Nanaimo: June 19, 4:00 p.m.: Splash! Scott just fell off the dock and did he howl. He said he did not like the taste of that water. Georgia Straits were rough, Secret Cove a pleasant moorage and here the fishing bug bit Scott and Sally. From then on the rest of the trip the marine life took a beating. Much to the kids disgust we could not eat the fish as fast as the kids could catch them (I got elected to the unhappy job of fish butcher). At Egmont on Jervis Inlet, we tied to a logging wharf almost in the Skookumchuck Narrows. It was June 21, the highest tides of the year and we could hear the Chuck roaring miles away. We walked the short distance to Canoe Pass and watched for hours.

It is almost unbelievable that the water can run so fast and furious for 6 hours in one direction (12 to 14 foot fall), then turn around and run just as fast and furious in the other direction, with about the same amount of drop. Mr. Roberts who runs the school bus (boat) said that whirlpools form at times just below Boat Pass Island, big enough to put the Egmont school house in.

Princess Louisa is beyond description, and we all agreed that if we had to go back home now, this Inlet was worth the whole trip up. No cruise is complete without a visit to Hardy Island and Tom Brazil. Talking to Tom and watching his many tame deer, racoons, "tree toads" and his parrott is something we will never forget.

Malispina Inlet is beautiful, but the color of the water in Toba Inlet! We dispaired of ever getting color pix. that would show the vivid neon sign green color of that water. We dispaired even more of ever getting people at home to believe us if we did. The Yuculta Rapids can be tough, we heard, along with many bloodcurdling tales of what happens if they are not run right, so we fixed that by getting in a long line of fishing boats going north early one morning so had no trouble at all.

At Heyden Bay on Loughboro Inlet, three small boys, who were so full of facts, figures and statistics that we called them the Chamber of Commerce, met us and were nimble guides. They were very entertaining, we suspected mainly on Sally's account. Shrewd businessmen, too.

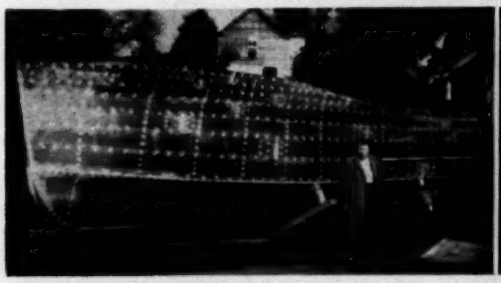
When we arrived at Kelsey Bay, Mr. Smith who seems to own the whole place told us "You managed to pick the only day in three weeks when you could have come up Johnston Straits as it has been blowing day and night." Here we tied up to an Indians boat about 26 feet long with the usual teepee aft, with two families, three dogs, numerous kids and grandpa aboard.

They were nice folks and were very intrigued with our charts especially the P.B.I. book, as it seems they navigate anywhere, anytime by the sun, the stars and the seat of their pants. They said "How do you get from one place to another—looking at those pieces of paper? No, we don't need charts, we are only going as far as Ocean Falls."

We got a big bang out of Alert Bay. The town is about three miles long, one street wide, has about 1500 people (about one half Indians), 1500 Totem Poles, 1500 dogs and about three miles of road with one bus and 12 taxis rushing back and forth day and night on the only (unpaved) street scattering people kids and dogs, tooting their horns enthusiastically.

We saw a dignified Indian hail a taxi about 75 feet behind us. He got in, rode up to where we were standing, got out and gravely paid his fare (75¢). We figured he paid about one cent a foot for his ride.

The crabs at the mouth of the Nimpkish River! We just kicked them out of the sea weed at low tide. Nancy got the shock of her life here. She was standing half way to her knees in the slick seaweed and had just said "I don't see any—." That's as far as





The author writes: "Our 'backyard' boat under construction. We are farmers, not boat builders, and made up our plans as we went along. Left, the completed boat seemed a long way off at this stage. To cure the 'Fiberglas,' we found we had to reflect the sun to the bottom by using aluminum sheet. Right, she is beginning to shape up. We built the hull and then built the trailer under it—the only way we knew to get a perfect fit. We had innumerable arguments building the boat, lots of fun—and already Bonnie is promoting a forty-footer." Mr. and Mrs. Haines are shown in these two pictures.

she got. She was standing on the grandaddy of all crabs. The crab raised up — so did Nancy and we thought for sure the war whoop she let out would cause the boys in the Beaver Cove saw mill to shut off the power and reach for their lunch buckets. P. S. She got the crab but the expression on her face when the seat of her dungarees hit the wet sea weed was comical to the rest of us.

At the upper end of Vancouver Island we consulted a calendar, counted our money and decided to start back. But sure to see every place possible that we had missed on the way up. At Campbell River we met Frank Assu, Chief of the Cape Mudge Indians. He spent a whole day taking us all in his car to Elk Falls and other beauty spots, all the while telling us Indian legends, tales of the Indians and about the various Totems. The Totem Pole that tells the history of Frank's tribe stands by the store at Quathaski Cove, across from Campbell River. Frank told us so many interesting stories of Bute Inlet, the only one we had not seen, that he completely sold us on going there.

July 19. 9:09 a.m.: Splash! Sally fell off the log boom in George Harbor (one of the most interesting spots we found on the whole trip), and she got very angry with us when we all laughed.

The color of the water at the lower end of Bute is a brilliant blue and the color change as we went up the Inlet nearly drove us frantic, trying to get it on film. From blue to green, to a grey green, then to a color that can only be described as follows: Bonnie was mixing up some powdered milk. We told her to throw it down the sink and just dip up a quart or two overside, we would never know the difference. Two big rivers bring down silt from the enormous glaciers on all sides making the water the color of skim milk. We anchored in the mouth of the Southgate River and decided in the morning that all those 'monsters' that thrashed around, even between our boats, and kept us awake most of the night, must be equipped with radar to be able to see in this stuff. (The chaps at the Southgate Logging Co. said, "Whales and Blackfish up here to get rid of their barnacles").

We followed the river boat up the Homathko River about one mile. Around turns, through piling, snags, rocks, stumps and log jambs—(depth visibility zero—current 7 to 8 knots—W-O-W! was that a ride) to a quiet lagoon with water the color of black coffee, where we stayed three days trying to get up courage to come back down.



"Seniah" launched but not quite ready to go. Later a transom-boarding step was added. Middle—At Grays Harbor, on the way up the coast, where the Haines were storm-bound four days. "Seniah" is in the center foreground. Lower—this river-boat goes 20 miles up the Homathko River. Powered by two 10 hp Mercury outboards, it is 38 feet long, 3 feet wide, and has a 3-inch draft. The chap who dreamed this up keeps the bottom waxed, like skis.

It was a fishing paradise. Percy Baker who had lived there 24 years coached Rod on fishing here. One evening with Scott rowing the dinghy, Rod hooked a 9-pound Coho on his 2-pound test spinning outfit with no gaff or landing net aboard, and Rod landed it. That must be a record of some sort.

July 22, 9:45 p.m.: Splash! I fell off Percy's log raft. To this day I maintain I was pushed. Brrrrr—that water was cold.

From Bute Inlet we cruised homeward, poking into every place that looked interesting, as we still had six weeks to get home in. We are going back sometime to that unique channel between North and South Pender Islands, at slack water, just to see what it looks like not going so fast. (We were getting brave about shooting rapids by this time.)

We are still violently arguing, was it good navigation or was it the school of porpoise that played guide about our boats, that enabled us to hit Ediz Hook at Port Angeles 'on the nose' in a pea soup fog? The customs chap at Port Angeles hooked his elbows over the counter and in a tired, bored voice said "why didn't you go through customs at Friday Harbor?" We guessed he was so used to big tonnage jobs he hated to bother with dinky outfits like ours.

Going down the Straits (by current table this time) we ran through miles of impressive "Red Tide." That bright

(Continued on Page 40)



With a lift, ramps, plenty of mooring space and waterfront clubhouse, Newport Harbor Yacht Club has earned the reputation as a dinghy racer's paradise. This wintry shot was taken during a lull in the storm during the recent Manning series.

THE CARPET-BAGGERS OF YACHTING

THE carpet-bagger of the yachting world, the dinghy sailor, came into his own over the Christmas Holidays. He'll be, with the momentary addition of the big boat Mid-Winter Regatta sailors, the champion of the sailing public until migration to Ensenada in May.

Though he'll survive almost any combination of wind and water, he prefers a confederacy of protected water, waterfront facilities, a launching ramp, a crackerjack race committee, and a roaring fireplace to really hit his stride. Under these conditions he's been known to race for everything from spittoons to uncooked turkey.

This generally uninhibited chap, once established in the bottom of his tipsy, gay-colored craft, will sail until the race committee is dead on its feet and will often times then have the temerity to ask that they sail some more races "just for the heck of it."

But the guy is adored and supported like none other in the yachting world. Perhaps it's because he makes his appearance at a time when all other activity is at its lowest ebb; maybe it's because through observatiodn of the gay and hardy soul, and others like him, that conventional yachtsmen discover likely crews for the coming season's activity. Quite probably it's because at no other level of sailing can both spectators and participants enjoy so much minute-to-minute competitive fun at so little expense of money and effort.

The Newport Harbor Yacht Club, with its electric lift, launching ramp, enclosed parking area, dining rooms —yes, and protest rooms!—has, without conscious effort, become the Mecca for anyone who wants to meet his match in any one of the dozen or so classes of dinghies holding sway in the area. Scarcely a week-end passes from Thanksgiving through Easter that these wooden and plastic egg shells aren't out in force in front of the club house.

The most homogeneous group patronizing "the club" is the college contingent which holds its annual Championship Regatta in Newport Bay each Christmas season. Hailing from Colleges and Universities throughout the west coast, the guys and gals arrive in busses, planes, trains and hot rods and proceed to carry gridiron rivalry a wet step farther in their team racing. Even the Universities of Arizona and New Mexico, assertedly racing for their "water rights," send teams to these PCIYRA-sponsored (Pacific Coast Intercollegiate Yacht Racing Association) championships.

It is doubtful whether at any time one group of dinks has seen as prolonged or heated service as did the Lehman dinghies loaned to the collegiate sailors during their recent regatta. In two days, the 12 three-man teams sailed no less than 66 races. With boats, skippers and schools shifting between each of the races, the race committee was forced to go through a battery of race forms, pencils and vocal chords. The last race was completed under the glare of searchlights Sunday night.

The race wasn't settled, however, for when the points were totaled, it was found, much to the dismay of the



The Southern California Yachting Association-sponsored Manning series winners following the stormy regatta held at the Newport Harbor Yacht Club. From the left, they are: Carl Eichenlauber, International 14; Warren Blinn, Lehman and also winner of the E. E. Manning Perpetual Trophy shown in foreground; Robert Woodward, Penguin; Herb Worcester, Jr., Firefly; H. B. Lewis, Dinkitten; Jerry Thompson, Sabot; Strat Enright, South Coast 10's; Myron Schwarn, Winnerd dinks.

race committee (and to the glee of the schools involved) that those arch rivals, California and Stanford, were tied for first place.

The sail-off was scheduled for the following week-end and was to precede the first race of the annual Christmas Regatta of the Newport Harbor Yacht Club Saturday morning.

A whale of a good storm blew in the night before the race. For all the following morning, the two teams trotted between the anemometer, the veranda, and the inside of the Club. By noon the wind had steadied at something close to 20 miles per hour, so the crews, well fortified with grog and rain gear, went into action.

From all accounts by the participants, those three quick races were both thrilling and close. Their word will have to be taken, for with rain pouring down, no one was inclined to watch the tussle. Those that even chose to stand in the windy shelter of the veranda fastened their eyes on the nearly 100 large and small boats starting the Christmas Regatta.

By the time the California team had put Stanford under and had captured in the process the two individual high-point places, the Regatta was under way, the big boats boiling away from the Newport Bay starting line at twice the speed legally allowed in the bay.

For the veterans in the race, it was a lot of fun and brought out the best in them, their boats and their crews; but for most of the gang, it was an endurance contest.

The weather, officially classified as 100% pew, remained unchanged for the whole regatta. Considering this, the turnout was remarkably good. Of the 92 boats, both large and small, entered in the regatta, 27 of them officially finished both races. Other than minor rigging troubles, no serious damage was sustained by any of the boats, though the Ocean Racing Rule boats had a six-mile leg in the storm-churned ocean.

As is to be expected when racing in conditions like this, it took the old dogs to bring home the birds. The Ocean Racing winner was decided by the flip of a coin, Bill Zinsmeyer's *Bagatelle* and Hal Ramser's *Antigua* both having won a race. Ramser knew his coins, and went home with the cup. Converse Wurdeman, Kenneth Watts and George Fleitz won in the Rhodes, PC's and Stars respectively. J. P. Hurndahl won in the Luders, Harry and Jackie Wood were first in the skimmer class and Tom Frost was first in the new Dinkitten dinghy class.

After two very full week-ends in a row, Newport Harbor Yacht Club earned a respite, but such was not forthcoming. On the last day of 1951 —the day following the conclusion of the Christmas Regatta—several sailors from Purdue University put in an appearance, along with Danny Elliott, Mike Jager and Paul Merrill of Stanford University. They were to sail the match race for the Rose Bowl Regatta, Purdue being selected as the Big Ten representative.

The blood-letting got under way in ideal sailing weather. Purdue won the three-out-of-five series in three races straight, beating a top-notch Stanford team by margins that were incredibly large. They handled the Luders sloops (in which the races were sailed) like they had been born in them and were never within hailing distance of the Stanford men after rounding the first mark. The whole thing was over in two hours.

Nothing much went on for nearly two weeks. Then came the Manning Series — a first-class dinghy regatta held, of course, at the Newport Harbor Yacht Club. And with the regatta, came another storm, this one too fierce to allow the Saturday races to start.

Sunday things were a bit better, but not enough better to encourage the swarms of boats that normally turn out at this annual affair. Those groups that did turn out were destined to three bitterly cold races with northerly winds of 15 or so miles per hour. In those classes that could muster reasonable turnouts, the racing was good.



A group of the very fast International 14-foot dinghies starting off the Newport Harbor Yacht Club during the Manning dinghy series.

International Cruiser Race Planning

THE International Power Boat Association met in mid-February to shape up the big International Power Boat Association race from Port Madison to Nanaimo, B. C.

Results of the meeting came too late for *PMB* inclusion in this issue. President of the association, Russell Rathbone, incorporated a number of proposals of members who *have* studied the various cruiser races over the past years into a letter and saw to it that member clubs had something to think about before sending down their delegates.

It seemed quite likely that the race would be earlier in July this year than normally planned. July 11 and 12 seemed a good weekend and this was given consideration. Other proposals scheduled to go up for discussion and vote were: an all-daylight race, if possible, for all boats entered; establishment of a course to test the navigational ability of all entrants to the optimum possible insofar as the trickiness of such a course might also be safe for all entrants, craft and encouragement of a large entry list.

1952 RACING SCHEDULE

Yacht Racing Association Of San Francisco Bay

Date — Regatta — Sponsor

May 3-4, *Vallejo Race, Vallejo YC
May 11, Open
May 18, *Hearst Regatta, S. F. Examiner
May 25, *Golden Gate Regatta, Golden Gate YC
May 31-June 1, Buckner Race, Corinthian YC
June 8, *Richmond, Richmond Yacht Club
June 14, Farallone Island Race, S. F. YC
June 21-22, *Corinthian Regatta, Corinthian YC
June 29, Lightship Race, Aeolian Yacht Club
July 5-6, Midnight Marathon, S. F. YC
August 3, Open
Aug. 9-10, *San Francisco Regatta, S. F. YC
Aug. 17, *Berkeley Regatta, Berkeley YC
Aug. 26-24, Open
Aug. 30-31, Sept. 1, Santa Cruz Race, Auspices Windjammers
Sept. 7, Open
Sept. 13-14, *St. Francis Regatta, St. Francis YC
Sept. 20-21, Open
Sept. 27-28, Cruising Club of America, Cruising Club of America
October 4-5, Open
October 11-12, Inverness Yacht Club Cruise

*Denotes Championship Races

George Watrous, skipper of the *Idle Hour II* is the new commodore of the Fort Sutter, Sacramento, Calif., Yacht Club. Vice-Commodore is Phil Hullin of the *Marphyll;* Rear Commodore, Glen Fryer, *Glenessa;* Secretary, Clark Ballard, *Lorelei;* and Port Captain, Charles Bowman, *Miss Pat.*

Jim Webster Receives Helms Award

Jim Webster, one of the southland's most esteemed corinthians, recently received the coveted Helms Award for outstanding service rendered over many years to yachtsmen of all ages and all walks of life. Webster, an old resident of Newport-Balboa, has strongly influenced some of the West Coast's greatest achievements in organized sailing activities.

A great supporter of youthful aquatic programs, he figured in the establishment of the now famous Annual Flight of The Snowbirds and has personally fathered along innumerable other young racing groups. His personal efforts were an important factor in the continued growth of the Star Boat class.

A great favorite and an admired authority on corinthian activities among the many thousands who have come to know him, Webster is considered by many the only prominent and non-controversial figure now closely connected with Southern California yachting developments. Announcement of the award has been received with considerable joy by not only the Southern California Yachting Association, of which he is the only Honorary Staff Commodore, and the Newport Harbor Yacht Club of which he is a member, but by all in the yachting fraternity who have come to know him in years past.

Delta Yacht Club

New officers for 1952 for the Delta Yacht Club, Stockton, Calif., are: Commodore, Jim Mortensen; Vice-Commodore, Dr. James Porter; Rear Commodore, Jack Benton; Committee Officers—Secretary-Treasurer, Everett Welby; Port Captain, Lyn Blackman; Fleet Captain, Jack Curnow; Cruise Captain, Gordon Wight; Regatta Committee, Rudy Olsen; Maintenance, Geo. Nation; Race Committee, Jerry Lee; Entertainment, Pearl Benton; Bulletin, Alice Porter.

Small Boat Racing Assn. of Northern California

DATE — SPONSOR — LOCATION

April 27—Lake Millerton Y. C., Fresno
May 11—Lake Merritt Sailing Club, Oakland
June 1—Lake Washington Y. C., Sacramento.
June 15—Richmond Y. C., Richmond
June 22—Clear Lake Y. C., Clear Lake
July 20—San Francisco Y. C., Belvedere
Aug. 3—Corinthian Y. C., Tiburon
Aug. 24—Marina & Aeolian Y. C., Alameda.
Sept. 7—Sausalito Y. C., Sausalito
Sept. 21—Encinal Yacht Club, Alameda
Oct. 5—Sequoia Y. C., Redwood City

SEATTLE YACHTING CALENDAR FOR 1952

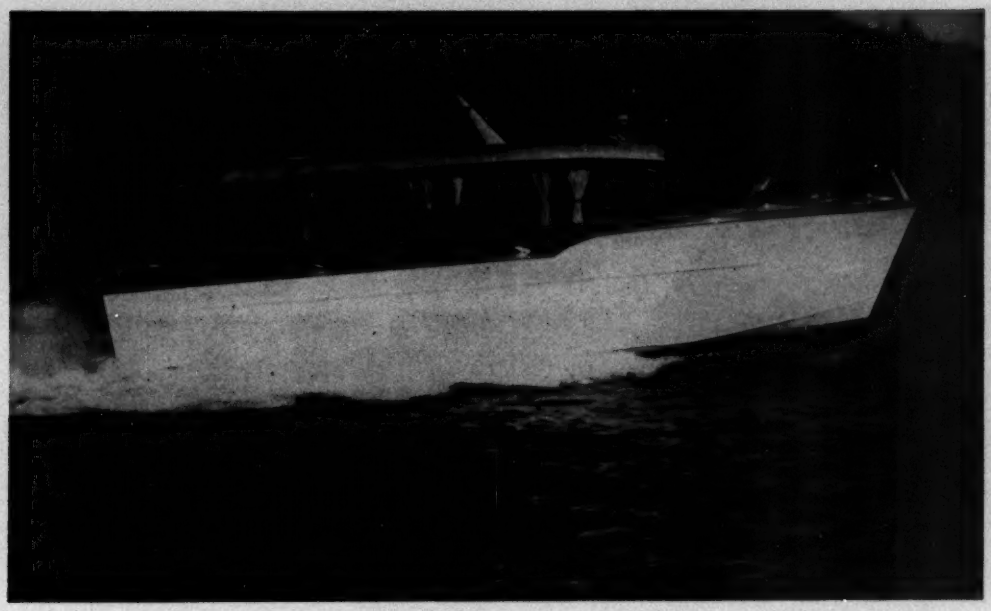
Here is the incomplete combined calendar for The Corinthian Yacht Club and the Seattle Yacht Club:

Date — Regatta — Sponsor

April 20, 26, 27—Star Tune Up Series (S.Y.C.).
May 3—Opening Day, all classes; Ramey Trophy for Stars (S.Y.C.).
May 4—Mark Mayer Trophy, all classes; Star Spring Series (S.Y.C.).
May 10—Star Spring Series (S.Y.C.).
May 11—Star Spring Series (S.Y.C.).
May 16—First Spring Series, all classes (C.Y.C.).
May 17 and 18—Vashon Island Race, handicap (S.Y.C.).
May 21—Second Spring Series, all classes (C. Y.C.).
May 24 and 25—Times Trophy, Star Fleet eliminations, Puget Sound (S.Y.C.).
May 25—Commodore's Race, all classes (C. Y.C.).
May 30—P. I. Trophy race, flatties (C.Y.C.).
May 30 and June 1—Swiftsure Race, Victoria, B. C., Class AA, A and B (P.I.Y.A.).
June 4 and 7—Third Spring Series, all classes C.Y.C.).
June 7—Sail Trophy Race, all classes (C.Y.C.).
June 7 and 8—Times Trophy, Star Fleet eliminations, Puget Sound (S.Y.C.).
June 8—North Point Race, all classes (C.Y.C.).
June 11—Fourth Spring Series, all classes (C. Y.C.).
June 14 and 15—Protection Island Race, handicap (S.Y.C.).
June 18—Final Spring Series, all classes (C. Y.C.).
June 21 and 22—Star Series, Sundo & d'Evers Trophy (S.Y.C.)
June 29-July 4—P.I.Y.A. and P.C.Y.A. (tentative) regattas, all classes.
July 5—Seafair Trophy Race, hydroplane (S. Y.C.).
July 6 and 15—Club Cruise, all classes (C.Y.C.).
July 19 and 20—First Star Summer Series, Mahoro Trophy (S.Y.C.).
July 26—Star Summer Series, Mahoro Trophy (S.Y.C.).
July 26—Commodore's Race, handicap (S.Y.C.).
July 27 — Frisbie Trophy Race, handicap (S. Y.C.).
July 30—First Summer Series, all classes (C. Y.C.).
August 1 to 10—Seafair Week.
August 2 and 3—Small Boat Regatta (S.Y.C.).
August 6—Second Summer Series, all classes (C. Y.C.).
August 9 — Gold Cup Race, hydroplanes (S. Y.C.).
August 10—Second Summer Series, all classes (S.Y.C.).
August 13—Third Summer Series, all classes (C. Y. C.).
August 16 and 17—Blue Star Regatta, Star Fleet, English Bay.
August 20—Fourth Summer Series, all classes (C. Y. C.).
August 23 and 24—Second Star Summer Series, Pacific Marine Trophy (S. Y. C.).
August 27—Final Summer Series, all classes (C. Y. C.).
August 30-September 1 — Lakes Day Regatta, Corinthian Bay and Tacoma Y. C.
September 6 and 7—Star Fall Series, Nordby Trophy (S. Y. C.).
September 13 and 14—Star Fall Series, Nordby Trophy (S. Y. C., and Pacific Coast, Knockabouts and Lightning championships (C. Y. C.).
September 20 and 22—Hat Island Race, Handicap (S. Y. C.)
September 28—Elliott-Paschall Trophy Series, one design (C. Y. C.)
October 4 and 5—Elliott-Paschall Trophy Series Trophy (C. Y. C.).
October 12—Elliott-Paschall Trophy Series (C. Y. C.) and Star Winter Series.
October 19—Commodore Bill's Last Cruise.
October 25-April 7—International 14 Dinghy Prostbite Series (S. Y. C.).

Olympia Y. C. Elects Ostrand

Commodore C. E. Ostrand will head the Olympia Yacht Club for 1952. Other officers unanimously elected were Ken Mandley, vice commodore; Horace Heath, rear commodore; Carl Arney, House Committee chairman; Lowery Cody, secretary-treasurer, and Tom Olsen, fleet cap-



The "Golden Hind II" running Howe Sound.

THE "GOLDEN HIND II"

Powered with Universal Super-Six Engines This Fast 34-Footer Is a Luxurious Boat That Will Give Its Owners Much Pleasure

OUTSTANDING among pleasure craft launched in British Columbia in recent months is *Golden Hind II*, which represents the realization of a dream long cherished by W. E. (Bill) Drake and his son E. A. (Ted) Drake, both of Vancouver.

Bill Drake is managing director of Edward Lipsett, Ltd., marine supply house, and Ted is with B. C. Packers, Ltd. They designed the boat themselves, and their plans were ably followed by the builders, G. E. McQueen and D. A. Bryant, specialists in the field of small boat craftsmanship. The actual construction was carried out in one of the warehouse buildings of the Lipsett Engine & Manufacturing Co., an affiliate of Edward Lipsett, Ltd.

The cruiser *Golden Hind II* has an overall length or 34 feet and a maximum beam of 11 feet, 3 inches. The layout has been arranged on one level, except for the forward foc'sle, with a view to "keeping the part together" in one large cabin. The after cockpit has been made roomy to provide plenty of elbow room while bringing in the big ones on the fishing grounds and also to accommodate two portable fish boxes.

One of the interesting features of this vessel is its construction. The hull is batten seamed, with yellow cedar frames and red cedar planking. The stringers and beams are of spruce, all the beams and harpon being laminated for strength and lightness. The chines are of oak and the shoes of gumwood.

The overall excellence of the workmanship, the luxurious finish and the happy blending of luxury with common sense in design are among the factors that set, *Golden Hind II* apart from the conventional.

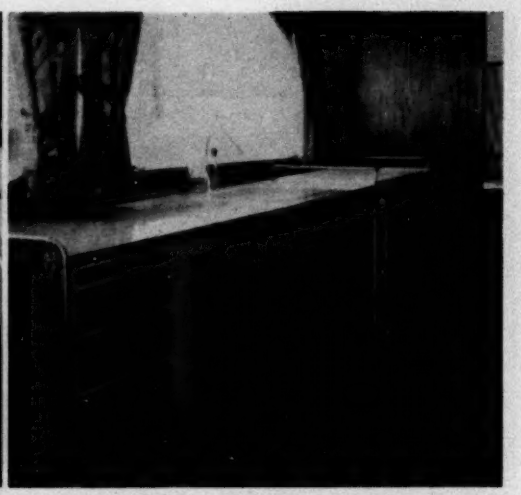
Power is supplied by two Universal Stevedore Super-Six engines of 130-hp mounted in the stern and driving through 2-to-1 Western Marine V-drive gears. The propellers, by Cooldge, are mounted on monel shafts, completing a propulsion unit capable of driving the boat at a conservative 20 knots an hour.

Fuel is carried in two 14 gauge tanks of 75 imperial gallon capacity each and two 25 imperial gallon monel water tanks are mounted amidships, forward of the fuel tanks.

The galley is a self-contained unit with provision for stowage of all items out of view, leaving a continuous counter top. The dinette converts into a double berth and is provided with a hinged chart table at its forward end. A settee on the starboard side, forward of the galley, also converts into a double berth. A cabinet on the port side contains two lockers, a radio and fluid air heater below, thermostatically controlled.

The controls are forward on the





Interior of the cabin looking forward. On the left the dinette may be converted into a hinged chart table, and the tail end of the galley may be transformed into a double berth. Custom-made lights are fixed in the ceiling. There is a thermostat for fluid air heater. The galley is a self-contained unit. At the left are the drawers containing dishes and utensils. Next to them, right, is the ice box and then the dry stores under the sink. The preway stove uses rock gas for fuel. Walls are mahogany.

port side, permitting good visibility through plate glass windshields, equipped with windshield wipers. The instruments include electric tachometers, safety ignition switches for blowing the bilges before starting, and pneumatic tank sounder aling customary temperature and pressure gauges. Steering is by rod and warm gear linkage, and the reverse controls are manually operated by custom reverse levers which match the dual throttle controls.

The fos'sle contains the head, a large size washbasin with accompanying medicine cabinet, a spare berth, a double hanging locker, two lower lockers and shelves along the skin.

A 13-pound Norhill anchor is fastened to 20 feet of chain and 200 feet of one half inch nylon rope, a durable and flexible line of great strength. A One-Half-Mile Ray searchlight and a dual electric horn are mounted on the cabin top.

The electrical equipment includes a Stickwell 12-volt converter and battery charger and two large batteries of 200 ampere capacity, custom built by Hart Battery Co.

The interior is finished in satin-varnished mahogany with green carpeting and upholstery. The cabin is insulated with fibreglass covered with Naugahide.

A second boat identical to *Golden Hind II* is now being built at a North Vancouver yard (Western Craft) by McQueen and Bryant for W. F. Jensen of Seattle, and it will be ready for cruising this spring.

You Yachtsmen are Invited to Tacoma for April 5 and 6

TACOMA Yacht Club's big event of the year is the Daffodil Inter-Club Invitational April 5 and 6.

Letters of invitation have been sent to all Northwest, British Columbia and Alaska yacht clubs inviting their attendance and participation. The feature of Saturday, April 5, is a downtown parade of civic and industrial floats at 11:00. Transportation will be furnished to all visiting yachtsmen from the Tacoma Yacht Club basin to downtown vantage points who arrive in sufficient time.

During Saturday afternoon there will be inspection of Tacoma Yacht Club facilities and inter-boat sociability. Saturday evening there will be dancing and entertainment in the Tacoma Yacht Club clubhouse. Sunday morning, April 6, will be a complimentary breakfast at the clubhouse for all visiting captains and guests.

Sunday at 12 o'clock will be the start of the marine parade along the Tacoma waterfront and judging of decorated yachts with first, second and third awards for best decorated boats. Visiting yachtsmen are invited to enter the parade whether decorated or not, but each club is urged to enter at least one decorated float in the competition. Full details will be sent to all clubs by mail. All visiting yachtsmen are assured of moorage in the Tacoma Yacht Club Basin.

Covered moorage for boats expecting to decorate for the parade, in the event of inclement weather, will be provided. Featured theme of decorating will be daffodils, but other floral or paper decorations may be a part of the design. Judd Day is Chairman of the Daffodil Committee. He will be assisted by John C. McEachron, Chairman of the Entertainment Committee and Marcus Anderson, Chairman of the Special Events Committee; Dave Boyd, Chairman of the Publicity Committee; Art Sundgren, Chairman of the Visiting and Reception Committee; Kirk Worthington, Port Captain will arrange moorages. Jean Raught, President of the Shipmates, the women's auxiliary of the Tacoma Yacht Club, will likewise assist. Activities will be coordinated by L. Evert Landon, Rear Commodore and Chairman of the Regatta Committee.

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MECHANICALLY-CONTROLLED POPPET VALVES

. . . Give you automotive smoothness, flood-proof starting, steady acceleration from turtle-pace trolling to thrilling full-throttle . . . in seconds!



OIL-SEALED LOWER UNIT . . .
Each moving part in a constant OIL bath ...NO greasing ever!

MULTIPLE DISC CLUTCH . . .
Does away with shear pins! If propeller hits a snag it stops, as motor runs! Cleared—propeller engages and starts—AUTOMATICALLY!



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. . . and here for the first time . . . outboards so precisely engineered, so sturdy, so PUNISHMENT-PROOF that their builders back them with a HISTORY-MAKING FULL-YEAR FACTORY GUARANTEE! Your iron-clad assurance of peak performance and trouble-free enjoyment of your outboard motor, whether you're trolling or speeding, fishing or "just cruising!" Another reason for MARTIN leadership in the outboard motor field!

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Santa Barbara Power Squadron

A Power Squadron has been formed at Santa Barbara, through the personal efforts of the Los Angeles Power Squadron.

It is a requirement of the Power Squadron that all members must first have completed the Squadron's course in Elementary Piloting. To establish a Squadron in Santa Barbara meant that a teaching staff had to travel there to conduct ten weeks of classes.

The job of conducting this course was quickly shouldered by the already heavily worked teaching staff of the Los Angeles Squadron. Teaching two night classes a week in the Los Angeles area, the ten-man staff added a night class in Santa Barbara and then began the 200-mile round-trip to Santa Barbara. All of the staff held jobs in Los Angeles. All donated the time and expense attached to organizing this distant Squadron. This commuting continued for nearly three months and was successfully completed when D/C Harry Ashton and L.A.P.S. Commander Harold Tracy held an organizational meeting with the young group.

In view of all this, it is understandable why Commander-elect of the L.A.P.S., Adam C. McOuat, should accept the honored post with the statement "I have grave doubts of my ability to keep up the pace of . . . retiring Commander, Harold Tracy." Tracy not only shouldered the overall responsibility of running the L.A.P.S. but, along with McOuat, was included in the ten-man teaching team responsible for so much of the year's success.

The Santa Barbara Power Squadron, recently elected officers for the first year of operation. They are: Commander Claude B. Chiperfield, Lt. Commander William R. Gerard and Charles R. Jacobson, Secretary. Officers for the Los Angeles Squadron are:

Commander Adam C. McOuat *N*, Lt.-Commander Gordon A. Alles *JN*, Dr. Ellwood L. Shultz *N*, secretary and Lee M. Springer *AP*, treasurer.



The high point trophy winners, 1951 performance, from the United Speedboat Assn., formerly the stock outboard division of the Los Angeles Speedboat Assn.: left to right, Jack Lockead, D Runabout; Johnny Craven, A and B Runabout; Vernon Schmidt, C Runabout. Kneeling is Ed Craven, commodore of the USA. The handsome trophies were donated by Wynn Oil Co. (A Runabout); General Petroleum Corp. (B Runabout); and PACIFIC MOTOR BOAT (D Runabout). Below—High point trophy winners, Los Angeles Speedboat Assn., 1951: back row, left to right, George Peake, Southgate, F. Hydro; Ed Wilson, Los Angeles, C Racing Runabout; Marvin "Slim" Boettger, Arcadia, retiring commodore of the LASA and new chairman of Region 12 of the APBA; Elmo Bellusomini, Buttonwillow, A Hydro; Curley Owens, Covina, F Racing Runabout. Front row, left to right, Bill Baumann, Long Beach, B Hydro; Johnny Baumann, Alhambra, C Racing Hydro; Boots Morphy, Hollywood, M Hydro; Leonard Gates, Ventura, C Service Hydro and C Service Runabout.

Southern California Club Officers

THE majority of the elections of officers for Southern California yacht clubs is over.

Through confused relations within SCYA, little was done to cut down conflicting regattas and the number of long "island races. Thus, new officers are going to be saddled with the old problem of proselyting for full entry lists during their invitational events as well as the more troublesome inter-club relationships recently brought to a head in SCYA. Here are the officers for a number of clubs:

LOS ANGELES YACHT CLUB: Dr. Don Barber, Commodore; Gabriel Gianinni, Vice Commodore; Carl Heinz, Rear Commodore.

NEWPORT HARBOR YACHT CLUB: Tom R. Rutter, Commodore; Walter G. Franz, Vice Commodore; Harry J. March, Rear Commodore.

BALBOA YACHT CLUB: C. V. Wurdeman, Commodore; Larry Wheeler, Vice Commodore; Jim Whyte, Rear Commodore.

SAN DIEGO YACHT CLUB: Gordon T. Frost, Commodore; K. H. Baker, Vice Commodore; Robert Frazee, Rear Commodore.

ALAMITOS BAY YACHT CLUB: Stuart Graham, Commodore; H. S. Mulhollon, Vice Commodore; Chuck Kober, Rear Commodore.

LONG BEACH YACHT CLUB: Ed Simonis, Commodore; Dr. Ed Raison, Vice Commodore; J. W. Martin, Rear Commodore.

CORONADO YACHT CLUB: Carl Ackerman, Commodore; Edgar Fricke, Vice Commodore; Herman Kobbe, Rear Commodore.

MISSION BAY YACHT CLUB: Norval Diamond, Commodore; Carl Eichenlaub, Vice Commodore; Seth Brown, Rear Commodore.

SOUTH COAST CORINTHIAN YACHT CLUB: George Plough, Commodore; Al Gibson, Vice Commodore; Bill Manion, Rear Commodore.

WEST COAST YACHT CLUB: Vernon Ruppert, Commodore; John Stolz, Vice Commodore; J. Stanley Anderson, Rear Commodore.

LIDO ISLE YACHT CLUB: George Carrington Jr., Commodore; Thomas Jones, Vice Commodore; George Ward, Rear Commodore.

HOLLYWOOD YACHT CLUB: Dr. R. W. Post, Commodore; Elton C. Hallett, Vice Commodore; Harold S. Davis, Rear Commodore.

CORSAIR YACHT CLUB: D. H. Smith, Commodore; A. K. Echenrode, Vice Commodore; S. E. Anderson, Rear Commodore.

NEWPORT OCEAN SAILING ASSOCIATION: Harry Blodgett, Commodore.

SANTA BARBARA YACHT CLUB: Tom Crawford, Commodore.

SOUTHWESTERN YACHT CLUB: Elliot Pohl, Commodore.

TRANSPACIFIC YACHT CLUB: J. D. Johansing, Commodore.



Harold Guidi | John Alden | Eulis Smith | Mrs. Carmel Paczoch | John Morrow | Elmer Enquist | George Wright



High point winners, 1951, for the CSA: left to right, Ed Parsley, B Racing Runabout; Ed Brown, Cracker Box; Bill Jagger, PODH; William (Bud) Holloway, 135 cu. in. hydroplane; John Quintel, 48 cu. in. hydroplane; William Ardenyi, service runabout.

CSA Holds Big Annual Award Night



New officers are: left to right, Frank Morgan, clubhouse manager; Joe Ries, rear commodore; Fred Hallett, board member; Kay Hallett, secretary and awarded a life membership in the CSA at the dinner; George Wright, commodore; Leslie Hawk, treasurer; and Winn Lanterman, vice commodore.

IT was a red-hot "indoor racing" affair that the California Speedboat Association held in Oakland in January to present trophies for the past year and to welcome new officers.

The CSA is one of the most active speedboat groups and one of the few to own its own clubhouse. Located on the Oakland Estuary, where it is a center for racing, it was built by members of the club.

New officers (see accompanying pictures) are: George Wright, commodore; Winn Lanterman, vice commodore; Joe Ries, rear commodore; Kay Hallett, secretary; Leslie Hawk, treasurer; Fred Hallett, board member and Frank Morgan, clubhouse mgr.

High point winners for 1951 are: Ed Parsley, Ed Brown, Bill Jagger, Wm. Holloway, John Quintel and William Ardenyi, Everett Boothe and Elmer Enquist.

Harold Guidi was a guest of the club at the dinner. He is an outboard racer from Sacramento and has been elected chairman of Region 11, American PBA.

Also, the commodore and secretary of the East Bay Boat Club were guests—Eulis Smith, commodore and John Alden, secretary. The East Bay group is composed of stock boat owners.

The Sacramento Speedboat Assoc. had honored guests at the dinner: John Morrow, commodore and Mrs. Carmel Paczoch, secretary. The Sacramento club is proud that for two years running its member, Ed Brown, in *Bouncy Barby* has been number one in the crackerbox class. — Story and photos by Helen McCauley of PMB.

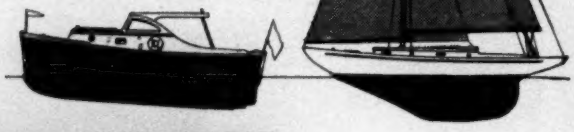
Ventura Commodore

Joe Proctor of Ventura, Calif. has been chosen to serve as commodore of the Ventura Speedboat Assn. during 1952. Other officers include Harold Clausen, vice-commodore; Margaret Proctor, secretary; Ruth Clausen, treasurer; and Calvin Graham, racing chairman.

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Getting a Line on the 1952 Models



Chris-Craft's Catalina, a big 50-footer featuring a super sundeck. It sleeps ten persons, two each in five individual cabins.

Chris-Craft Fleet

Features in the new Chris-Craft fleet for 1952 include exterior design changes and refinements, engineering and mechanical improvements, increased speeds and new, smart appointments.

Interiors of the new cruisers follow the modern motif with accent in restful yet bright, cheerful color schemes and comfortable living accommodations.

Construction features include double planked bottoms, batten seamed sides, rubber mounted engines, sound and heat insulation, salt water equipment throughout, extensive wood preservative treatment and custom designed hardware.

The new line ranges in size from a 17′ Sportsman to the flagship of the fleet, a 62-foot Motor Yacht and includes in all, 103 different models. Runabouts, Sportsmen, Holidays, Express Cruisers, Cruisers and Motor Yachts are offered with wide power options of single, twin and on some models, triple screw.

Sportsmen are built in several different sizes ranging from 17′ to 23′ overall. In most cases folding tops and built-in or portable fish boxes are available and one model, a 22′ Custom Sedan, is offered with a permanent, streamlined ventilating cabin.

Price leader in the Sportsman fleet is a 17 footer selling under $2200 complete with a 60 hp engine for a speed of 30 m.p.h. This boat is built of Philippine mahogany, finished natural and trimmed with bright red Vinyl plastic upholstering. Speeds up to 38 m.p.h. are offered.

The 19′ and 23′ Holiday models are of ultra modern design, developed in an effort to combine the beauty and sleek lines of a speed boat with the functional characteristics of the Sportsman type. The Holidays are finished in rich, red Philippine mahogany with contrasting blond mahogany, maroon Vinyl plastic upholstering and antique ivory colored trim.

The runabout fleet incorporates racy lines, flashy appearance, plenty of speed and many other features designed to win appeal. A 17 footer, the price leader is offered with 60, 95 or 105 hp engines for top speeds to 38 m.p.h. It is particularly suitable for aquaplaning and water skiing having a large open cockpit aft. It is finished in natural mahogany with contrasting upholstering in bright red, Vinyl plastic. Riviera runabouts are built in sizes of 18′ and 20′.

A 19′ racing runabout is also offered in the 1952 fleet and this model features cockpits fore and aft with a top speed of 44 m.p.h. accomplished by a 158 hp engine.

Of recent years the express cruiser has gained importance as a typical boat for American waters. Particular emphasis is placed on speed and ultra modern design and most models are offered with either single or twin screw and speeds to 32 m.p.h. Sizes include 22′, 24′, 27′, 31′, 34′ and 42′. These Express Cruisers have a wide range of cabin styles and can accommodate from two to eight persons. The popular flying bridge idea is a keynote. The largest of the express cruisers is a 42′ Challenger with accommodations to sleep eight persons, two each in two separate cabins and four in the main cabin. There are toilet compartments for each cabin.

In the cruiser line eleven different models are available with a wide selection of cabin arrangements, power options and prices to meet the most discriminating taste whether they be for the 25′ enclosed with dinette or the flagship of the cruiser fleet, the big 50′ Catalina. The price leader in the cruiser line is the new 25′ enclosed. This model sleeps four and is complete in every respect for an over night jaunt or, an extended vacation. The ever popular dinette, a large ship's galley, upper and lower berths, toilet compartment and built-in helmsman seat complete the accommodations. Power options include engines of 95 and 105 hp for a top speed of 26 m.p.h.



This Chris-Craft 18-foot Riviera runabout has speeds to 38 mph.

A new 32′ super enclosed is also offered with dual controls and a sport windshield. There are sleeping accommodations for five persons, a full height toilet compartment, attractive and practical galley and built-in helmsman seat for the forward controls. Single or twin engines are offered.



Chris-Craft 31-foot express cruiser. It sleeps four, and has a wide selection of twin or single engines available for top speeds to 32 mph.

The 34 footers are offered in three different models, an enclosed, a double cabin enclosed and a double cabin with flying bridge. All may be powered with single or twin engines giving top speeds to 23 m.p.h. The enclosed model sleeps four in two separate cabins and features a picture window deckhouse. The double cabin cruiser sleeps five with a private stateroom aft.

Forty-two footers are offered in five different styles including a Commander, Commander with enclosed bridge, Challenger, double cabin enclosed bridge and double cabin cruiser with flying bridge. The first three boats are featured in the express cruiser class having the controls abaft of amidships and are of modified trunk cabin design. The Commander sleeps six and has a deluxe hard top over the large open aft cockpit but may also be equipped with a flying bridge windshield and folding top with side and aft curtains at no extra charge. The Commander with enclosed bridge is a similar boat with accommodations to sleep eight but the bridge is enclosed by extending the side shields aft and installing a bulkhead. The Challenger sleeps eight and is similar to the Commander in all respects forward of the bridge.

A 42′ double cabin enclosed bridge cruiser has accommodations to sleep eight persons, two each in four individual cabins. This boat is also offered with a flying bridge that includes an inside passageway from the deckhouse to the sundeck where the flying bridge controls are located. A definite trend toward outside controls is becoming apparent in all of the large boats. Chris-Craft's 47′ Buccaneer for 1952 sleeps nine persons in four individual cabins and features a new, modern sheer extending in one sweeping, unbroken line from the bow to the transom.

A new 50′ Catalina, flagship of the Chris-Craft cruiser fleet for 1952, sleeps ten persons with two private cabins aft of the bridge. Each has accommodations for two persons with an adjoining toilet compartment. Both the 47′ Buccaneer and 50′ Catalina are offered with super deluxe sundecks.

Maynard Retains 1952 Trimper Trophy

ART MAYNARD of Long Beach, California has retained for California the Trimper Trophy for 1952, with his performance of *Restless III*, 225 cu. inch Div. II hydroplane. Elmer Enquist of Petaluma, Calif. held this award in 1950 and was runner-up for 1951 with 2,300 points as compared to 2,925 for Maynard. Enquist had the *Firefly* racing in 1950.

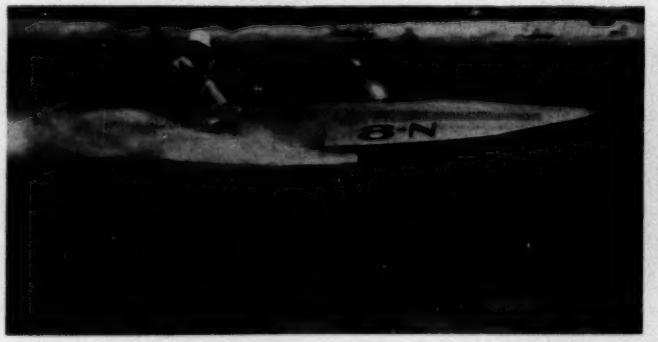
The Trimper Trophy was the gift of George Trimper of Buffalo, New York, who has been racing in the Buffalo region for about 10 years. It is a take-home award to be donated for five successive years.

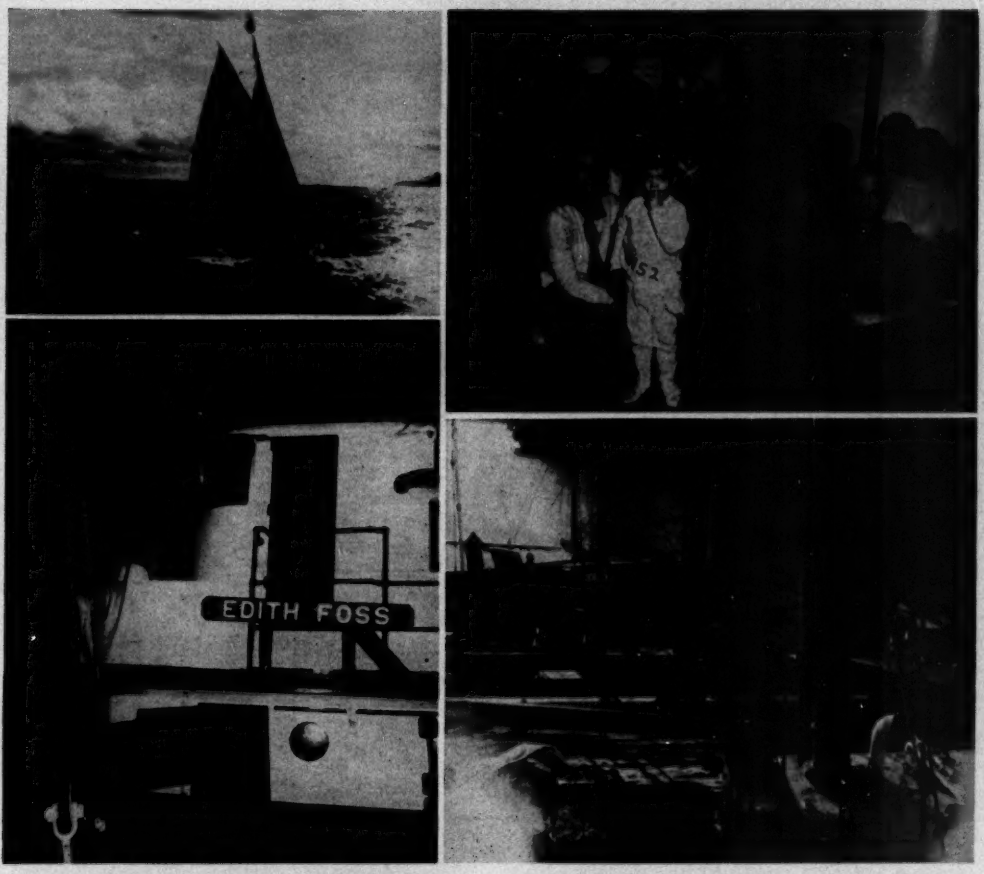
Maynard isn't new to racing. Back in 1930 in Boston he played "water boy" for racers on the Eastern seaboard, pulling boats in and out of the water, packing outboards from trailer to boat. In high school he had his own outboard with a 14-hp Evinrude which wasn't fast enough to put him into the racing classes.

After coming to California, Art saved his pennies to buy the boat he could put into competition and in 1945 he achieved that goal by racing his 135 hydroplane, *L'il Beauty*, at Salton Sea, his first race, taking third place in his class and second in the grueling Pacific Motor Boat magazine trophy race. The hydro's Ford V8 engine pushed the boat along at 60 mph. Two years later a Wickens hull, 225, was built at the Wicken's yard in Inglewood, Calif., the original *Restless*. The boat didn't have the speed Maynard wanted so he re-built it, again at the Wickens' yard, from sponson to sponson and stem to stem. Her first trial was May 14, 1949. "I knew I had it right that day," said Art, and the *Restless II* became a boat to give all comers in her class terrific competition. When *Restless II* took the 225 Div. II title that year, beating the world record holder, *California Kid*, the hydroplane was running between 93 and 94 mph.

Restless III was developed in 1951, built by Wickens with Maynard's specifications, says Art. A new Ford Six was souped by Art and she was on her way. How she performed that racing season is well-known history, climaxing at Salton Sea. Estimated straightaway speed, Art says, is 100 mph, and the boat is expected to top 110 when present equipment is completely developed.

Art says he has problems of delicate balance and propeller design to solve and work is progressing. The Ford Six has been souped to turn between 6600 and 6700 rpms." The challenge to making the boat go increasingly faster is a big factor in keeping me constantly interested in the racing game.





Top Left—With a Christmas tree aloft, the 26-foot "Africa" maintains a solid 8 knots to prove the best sailing is in the wintertime. Top Right—New Year's Eve party on the "Gracie S" was a roaring success. Aboard were, (upper row) George Millard, Natalie and Robin Whittlesey, Aslaug and Bill Garden, (middle row) Shirley MacDonald, Kay Stevenson, Mary Schoen, Len Greenaway, Carl Nyberg, John and Jane Adams, Bob Schoen, (bottom row) Mildred and John Nyberg, Gavin Stevenson and Ted Goodel. Lower Left—Commodore Fay Hopkins in the pilothouse of the Edith Foss Yacht Club, with his flag officers down below. Lower Right—With cold feet and torn sails the fleet tied up at Port Ludlow. Shown are the "Chauts," "Africa," "Grey Gull," "Winsome" and "Gracie S."

Sailing Knows No Season

Sailing knows no season on Puget Sound and many agree that some of the best cruises they have experienced occurred during the so called "winter months."

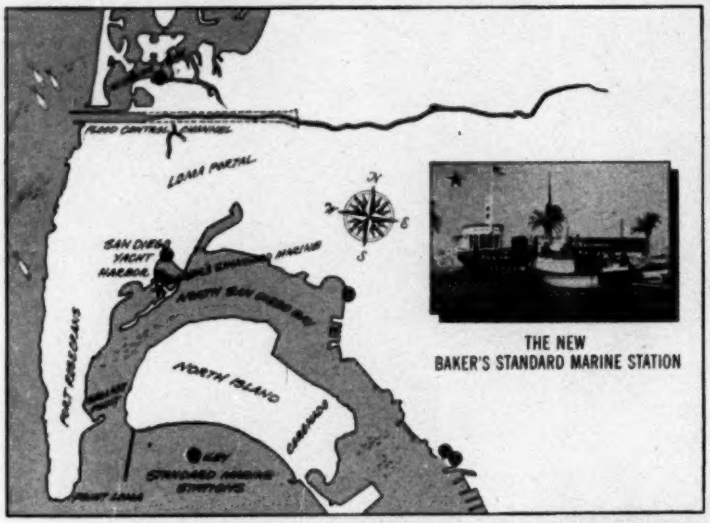
On one particular week-end last month Bill Watt's *Grey Gull*, Carl Nyberg's *Winsome*, John Adam's *Africa*, Ted Greenway's *Gleam*, Bill Garden's *Rain Bird*, George Millard's *Southern Cross*, Rupert Broom's *African Star*, Bob Schoen's *Chanty*, and Ed Kennell's *Gracie S.* got together on a cruise around the sound. After a fine day's sail with force six winds they blew into Port Ludlow where they all tied up at the Edith Foss Yacht Club. The EFYC extended all courtisies available to the visiting yachtsmen as well as a tour of the clubhouse including the furnace room and the penthouse. Commodore Hopkins of the EFYC and his flag officers joined in wishing us all a happy new year and the first night was a howling success.

The next day we left the security of the Edith's 2000 pound anchor and we ventured back out against the better judgment of the commodore and headed up sound for Port Madison. A sea scout vessel joined our convoy but after pounding into the nor'wester at the entrance to Hood Canal they decided they had seen enough and they returned to Port Ludlow to anchor their vessel and return to Seattle on the bus. The next day while all the vessels tugged on the *Gracie's* hook in port Madison Commodore Fay Hopkins called the *Gracie S* on the party line to advise us that our friends the sea scout's vessel had sunk in the night and it was all that the *Edith* and the *Magdelene* could do to save her.

There is something about a cruising boat in the wintertime with their crackling stoves and their beamy comfort that touches anyone with a love for the water. Although nothing really happens on these frequent cruises you can see by the adjoining pictures you are missing half your life if you stay home all winter.



Cruise famous waters of the West with Standard Marine Products—*San Diego*



Cobblestones and kelp — The "Cradle of California"... San Diego ... is renowned as a naval center, manufacturing city, and sportsmen's Mecca. Offshore kelp beds are year-around feeding grounds for many gamefish. Even during so-called "off" seasons, fishing here has its rewards.

The port is historically interesting, too. From Ballast Point, Yankee skippers took on cobblestones to trim their ships for the voyage around the Horn ... stones that are still in use today in Boston streets.

Among 7 Standard Marine Stations serving the area, is a new one, located near the San Diego Yacht Club anchorage. This new Baker's Standard Marine Station (see photo) specializes in pleasure craft service.

The Lucky Bag — ODDS 'N ENDS OF SEA TALK

With good sailing weather ahead, this is a good time to brush up on your charts and symbols. Also, you'll find it handy to spot-in on your charts the Standard Marine Stations in your cruising area. There are 273 of them, conveniently located from Mexico to Alaska.

HOW'S YOUR N.L.Q.?*

Admiral's watch—a full night's sleep
rail squad—seasick sailors
have legs—to be fast or speedy
Chevron Gasoline—a high-performance, balanced gasoline that's just right for the kind of cruising you do. In B. C. ask for Standard Marine Gasoline.

*Nautical Lingo Quotient

SKIPPER SEZ—Electricity flowing through straight wires can cause compass error, so—if your compass is electrically lighted—be sure the wires are twisted around each other.



Here's a good idea for owners of diesel and heavy-duty gas engines—switch to RPM DELO Heavy Duty Lubricating Oil. It cuts engine wear, reduces sludge and protects parts from corrosion.

With sailing season dead ahead, I'm giving the old scow a complete going over. Weather keeps me off the water some of these days, so I'm making sure my boat's ready for all the good days ahead. How about yours?



On unpainted superstructure that gets a lot of wear, try Standard Floor Hardener. It seals wood against moisture and dirt... fortifies wood without discoloring it.

I like to watch experienced seamen "read" the water. Eddies, ripples and surface color tell what's below. Watching them in familiar channels makes it easy to "read" strange waters.

For the best protection your gas engine can get, change to New RPM Motor Oil—the oil that *doubles* engine life between major overhauls due to lubrication. New "RPM" cuts wear rate of critical engine parts *in half*.

Got to shove off now. Be back your way next month with some more tips, and cruising information on San Francisco Bay.

Skipper

STANDARD MARINE PRODUCTS

STANDARD OIL COMPANY OF CALIFORNIA

CHEVRON GASOLINE · STANDARD DIESEL FUELS · RPM DELO OILS · RPM MOTOR OIL
RPM GREASES · RPM OUTBOARD MOTOR OIL · RPM OUTBOARD GEAR LUBRICANT

T. M. S. CHEVRON—RPM—RPM DELO. REG. U. S. PAT. OFF.

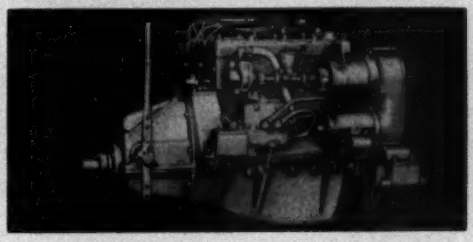
Power Improved in the 1952 Engine Models

Gray Marine Announces New Diesel Series

The Gray Marine Motor Company announces that production will be continued on all standard models, dependent only upon availability of materials in 1952. A number of improvements have been incorporated, three models have been increased in power, and one completely new engine has been developed, bringing the total to 33 distinct models, 16-180 hp. These are divided into the five groups originated by Gray, according to operating characteristics and application: Lugger Series (gasoline) and Diesel Series for slower speed engines to turn big propellers in heavy boats, such as workboats and auxiliaries; Express Series for faster heavy boats, such as cruisers; Phantom Series for runabouts etc.; and high output Fireball Series for fast boats that can use wheel speeds of 4000 rpm.

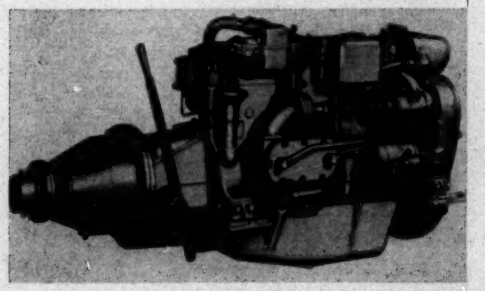
The new engine, is a six-cylinder lightweight diesel, originally developed for the U. S. Navy, delivering 100 hp at 2200 rpm. This is a continuous duty rating. With heavy-duty Paragon hydraulic reverse gear, and 2:1 reduction gear, as required in most cruiser installations, the unit has overall length of 69 inches and weighs only 1600 lbs., only 200 lbs. heavier than the Gray gasoline engine of same piston displacement, 427 cubic inches. The two are completely different, as the 427 cu. in. gasoline engine has valves in cylinder block, while the Diesel has valves in head. The new diesel is of the 4-cycle, high speed type, with aluminum housings and oil pan, Bosch fuel pump, and fresh water cooling system. Before offering to the trade, the engine has had over 3000 hours of testing.

For owners of small boats, Gray offers a new counter-balanced crankshaft as standard on Phantom Four-75, a 162 cu. in. gasoline engine weighing 540 lbs. This is described as having the smoothness of a "six." The engine is used both in small cruisers and runabouts. It offers interesting possibilities when used in opposite rotation pairs, providing a total of 150 hp from 1080 lbs. of engine weight, less than a single large engine.



Gray's Phantom Four-75 now has counterbalanced crankshaft.

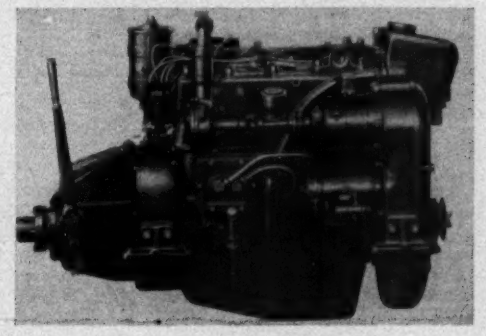
An improvement for Gray's smaller four-cylinder engines is a new automatic temperature control attachment developed for use on the 69, 91 and 112 cu. in. models. This is similar to the patented Thermogard system which Gray has supplied for years on larger models, but uses a different type of thermostat. Function of it is to raise water jacket temperature to a constant heat of 160°, independent of water intake temperature, load or engine speed. The unit will be available as a low-priced extra, and it may also be installed on older engines.



Graymarine Express Six-244 has fresh water cooling and ignition shielding.

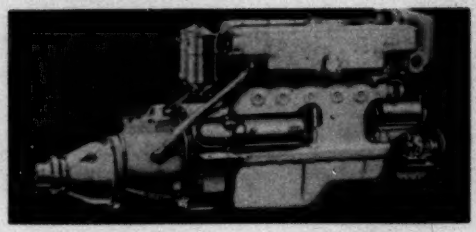
Gray's smallest "Fours" are now available also with an improved fresh water cooling system, developed during the past year. Gray now has factory-calibrated fresh water cooling system available on all Lugger and Express models, and the company reports increased use of this equipment. "Keel Kooler" outboard type heat exchanger is standard, and this has been supplied on the Graymarine engines delivered under contracts for U. S. Army.

All Graymarine engines 140 cu. in. and larger are now available either with standard manual-type reverse gear or hydraulic type. Also Gray reports increasing popularity of the "Slave Shaft" vacuum cylinder gear-shifter for installations with remote control. This may be used with any make of engine. The new Gray Vee Drive Gear which was introduced



Gray's Alaska Lugger, fresh-water-cooled four-cylinder engine.

two years ago is now available with drive ratios of 1.11:1 and 1.53:1, both rotations. During the past year, Gray's Experimental and Development Department has been increased in size and personnel has been doubled. Two new test boats have been put into service. Engineering changes have increased the power of Phantom Six-125 to 130 hp at 3600 rpm, and Super-427 to 180 hp at 3000 rpm. Rating of the popular Phantom Six-112 has been increased to 115 hp, as achieved in 1951 production.

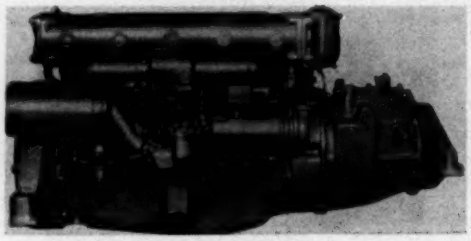


Graymarine new light weight diesel, six-cylinder model.

Nordberg Introduces 'Bullet'

First showing of two new Nordberg engines—the 110 hp Nordberg *Bullet* gasoline marine engine and the 45 hp Nordberg three-cylinder auxiliary marine diesel generating unit—has been made to the boating public.

In addition, the exhibit will also feature the Nordberg Knight, Marlin, Arrow and Bluefin gasoline marine engines, one and two-cylinder models of the small Nordberg four-cycle marine diesel auxiliary engine and a ready-to-operate 480 hp Nordberg four-cycle supercharged marine Diesel propulsion engine.



Nordberg Bullet 4-cycle, 6-cylinder marine engine.

The 110 hp Nordberg Bullet gasoline marine engine was developed to meet the need of a high-speed, light weight engine for the pleasure craft field. Like her sister engines, the Bullet is a four-cycle, six cylinder engine. It has a 3-7/16" bore and 4⅜" stroke and develops its rated horsepower at 3400 rpm. The Nordberg Knight and Arrow, 145 hp and 95 hp respectively, develop their rated horsepower at a speed of 3200 rpm and the Marlin and Bluefin, 110 and 95 hp respectively, the latter at 3200 rpm.

The Nordberg three-cylinder marine Diesel auxiliary engine has a 4½" bore and 5¼" stroke as do the one and two cylinder models. All three engines will be displayed as diesel generator units which are available for auxiliary application in direct or alternating current models from 6 to 30 kw in all standard voltages, 50 or 60 cycle. These units are rated in a range of 10 to 45 hp at 1200 to 1800 rpm. In addition to the generator units, these engines are also built with centrifugal pumps and with clutch power take off for direct connection or belt drive.

The four-cycle six cylinder supercharged Nordberg marine diesel engine to be exhibited has a 9" cylinder bore and 11½" piston stroke and is rated 480 hp at 720 rpm. Equipped with a 2.55:1 reduction gear and sailing clutch, the engine has a net weight of 21,600 lbs.

Chrysler's Ten Models

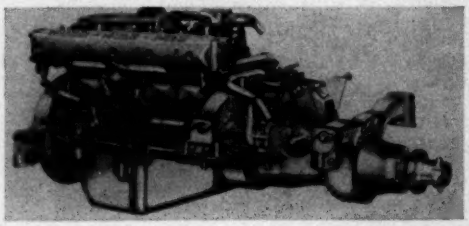
Ten marine engines — ranging in size from 87 to 165 horsepower and backed by the biggest dealer organization in the nation and all the engineering resources of one of America's biggest automobile manufacturers—hold the spotlight in the Chrysler Corporation's Marine Engine Division.

For the first time, the Chrysler line incorporates as standard equipment two developments made for the armed services, radio shielding (for better ship-to-shore communications) and an improved weather proofing of the entire electrical system that means longer life in all types of climatic use. First designed specifically as an answer to the problem of fungus proofing electrical systems on engines used in tropical or semi-tropical climate, Chrysler's new protective method is also of great effectiveness in preventing corrosion.

The models shown include the seven basic Chrysler Marine Engines—in the six cylinder field, the Ace (87 horsepower at 2800 rpm), Crown (104 horsepower at 2800 rpm), Ace Special (105 horsepower at 3600 rpm), Crown Special (125 horsepower at 3600 rpm), and Majestic (160 horsepower at 3000 rpm); and two eight cylinder engines, the Royal (135 horsepower at 2800 rpm) and Royal Special (165 horsepower at 3600 rpm)—plus three most common modifications.

Straight-drive, reduction gear or vee-drive options are available in all engines in ratios of 1.43, 2.04, 2.56, 3.17 and 3.95 to 1 (with the exceptions of the vee-drive, where ratios are 1.42 and 2.05 to 1). Since all reduction gears can be easily assembled in four different positions, Chrysler Marine Engines can be efficiently and economically tailor-made for installation in a host of different boat hulls. Reverse gears are of the heavy duty planetary type, with anti-friction bearings eliminating need for replacement of brass bearings or bushings. A front power take-off, available as extra equipment, is available for all types of auxiliary equipment operation.

Fourth largest peacetime marine engine sales year in the history of



Chrysler Crown 6-cylinder, 104 hp marine engine.

Chrysler Corporation's Marine and Industrial Engine Division was tallied in 1951, Clyde C. Williams, general manager of the division, announces.

Only in 1946, 1947 and 1948, when the pent up demands for marine equipment were engine sales greater than in 1951, Mr. Williams reported. Despite critical material shortages, 1952 sales by the Chrysler Division should climb about 18% for civilian use, he predicted.

Since the corporation first began manufacture of engines designed specifically for marine use in 1927 (total output the first year was seven engines), more than 94,400 such boat power units have been produced and sold, the official revealed.

In all but three of the 25 years it has been building marine engines, Chrysler has produced and sold approximately 50 per cent of all such units put into service, the Detroit executive reported. In the six and 8-cylinder 87 to 165 horsepower range, it ranks as the nation's largest marine producer.

"Heaviest portion of the 1951 sales gain (approximately 30% over 1950 figures) reflects a jump of more than 36% in orders by boat builders installing Chrysler Marine engines as original equipment," Mr. Williams said. "Their reports to us indicate the heaviest backlog of civilian boat prospects and orders in any normal peacetime year. But our dealers, too, have sold an additional 23% more engines.



The Model M, 130 hp Chris-Craft marine engine, is designed for use in runabouts and cruisers in either single or twin screw.

Chris-Craft features centralized suspension mounts with tension rubber cushions for quiet performance; preheated water by exhaust manifold for cooling system, keeping the engine at best operating temperature and insuring good lubrication; non-drip carburetors for safety precautions and precision-built throughout by trained mechanics to produce an engine for dependability, economy, ruggedness, longer life, and quiet top-notch performance throughout the power range.

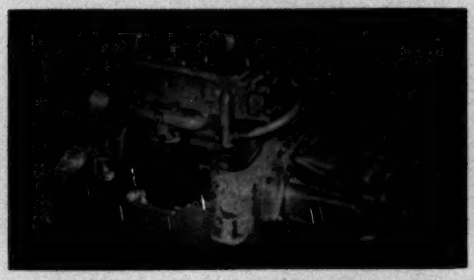
Price leader in the new line is the 60-hp, 4 cylinder, Model B. This engine has a cubic inch displacement of 132.7 with 3¼ by 4-inch bore and stroke. Maximum horsepower is developed at 3200 rpm and total weight in direct drive is 456 pounds. A new reduction drive 3.00:1 has been developed for the 60 hp model and a 2.04:1 ratio is also available.

Three new racing engines, KLC, KBL, and MBL, are also offered. These develop 120, 131, and 158 hp respectively at 3800, 3800, and 3400 rpm.

The Model K, 95 hp series is of the 6-cylinder, L-head type and features rugged, seven-bearing crankshaft, oil coolers and hand-priming fuel pumps. Also included in this series is a new KL engine developing 105 hp at 3200 rpm. Both the K and KL are available in standard or opposite rotation and with reduction drives of 1.5:1 or 2.04:1. Hydraulic clutches are also available for the K and KL series.

The 130 hp Model M is also a 6 cylinder engine with a cubic inch displacement of 320.4 and 4-inch bore with 4½-inch stroke. Maximum horsepower is developed at 3000 rpm. Model M is available in a long-stroke model, designated as the ML, developing 145 hp at the same rpm. Both models are available with 1.5:1 or 2.03:1 reduction drives and in opposite rotation for twin-screw installations. Hydraulic clutches are also available for the M and ML series.

For boat owners requiring extra, heavy-duty power, Christ-Craft offers the 160 hp Model W. This engine is a 6-cylinder, L-head type and develops maximum horsepower at 3000 rpm with a 4¼-inch bore and 4¾-inch stroke. The cubic inch displacement is 404.3. Opposite rotation is optional and reduction drives of 1.50:1, 2.00:1 and 2.54:1 are available.



This Model B, 60 hp Chris-Craft marine engine develops maximum hp at 3200 rpm.

Chris-Craft Marine Engines

The 1952 line of Chris-Craft Marine Engines, designed especially for marine use by marine engineers, is offered in nine different units, ranging from 60 to 160 hp.

Outstanding in the new line are the various reduction drives, adaptable to single or twin engines, thus providing an extremely wide range of efficient and powerful installations to minimize operation costs for auxiliary sailboats, work boats, fishing boats, cruisers, runabouts, utility boats and even sea-going motor yachts.

Universal Offers Many Sizes

Over 53 years of experience in the design and manufacture of 100% Marine Motors have been combined by the Universal Motor Company, Oshkosh, Wisconsin, to result in a wide selection of marine engine models for 1952. Covering a range of from 8 to 145 horsepower, the Universal line includes a comprehensive assortment of low, medium, and high speed motors, direct and reduction drive units, varying from one to six cylinders, for inboard craft from 14 feet on up.

Universal continues to place increasing emphasis on engines designed expressly for marine service. Long motor life is furthered by Universal's unique policy of maintaining stocks of service repair parts for Universal engines for a minimum of 21 years. In spite of present price trends, Universal recently announced parts price reductions.

A growing favorite in the Universal line is the little Atomic Four, a 65 cubic inch piston displacement, four cylinder engine. The entire motor is only 26 inches in length and develops 25 horsepower at 3500 rpm. Already well known for its small size,

More Pleasure and Safety in Cruising with this RAYTHEON Equipment Aboard

You enjoy more real cruising fun when your boat is equipped with this new and ingenious "safety" equipment.

The Submarine Signal Fathometer*, for instance, enables you to navigate by bottom contours . . . detect hidden reefs and hazards . . . pass over shoals with safety. It locates fish, too, detecting fish schools under the keel . . . even individual tuna!

With the Raytheon Marine Radiotelephone, you can keep in touch with shore . . . call the Coast Guard, other ships and even your office or home. Reception and transmission exceptionally clear.

Remember, there's a model for every boat and budget . . . large and small. See your Authorized Raytheon Marine Dealer. Ask about convenient payment plan. Write for details.





SUBMARINE SIGNAL

Fathometer* Cadet

For small pleasure craft. Shows changes in bottom contour, schools of fish, even individual tuna. Installed in many boats without lay up or holes in hull. Range 160 feet.



SUBMARINE SIGNAL

Fathometer* Jr.

(Indicating Model 1080C)

Shows water's depth beneath the keel . . . warns of underwater dangers . . . finds fish. Range 100 fathoms, 600 feet.



SUBMARINE SIGNAL

Fathometer* Jr.

(Recording Model 1373)

Records on moving chart the bottom contours, shows length, density, and depth of fish schools. Dual range from 1 to 100 fathoms and 100 to 200 fathoms.



SUBMARINE SIGNAL

Fathometer* Jr.

(Recording Model 1373S)

For craft operating in shoal coastal waters. Dual range from 1 to 200 feet and 200 to 400 feet. Ideal for locating schools of fish.

RAYTHEON

Raytheon Radiotelephone (Model RA)



Meets the needs of every small craft owner. Unusually clear reception, excellent transmission. Power output: 10 to 12 watts.



Raytheon Radiotelephone (Deluxe Model RB)

Superb performance. Includes deck calling system, radio and provision for record player. Power output: 25 watts.

There's a Raytheon Radiotelephone to meet every boating need, ranging from 10 to 80 watts output.

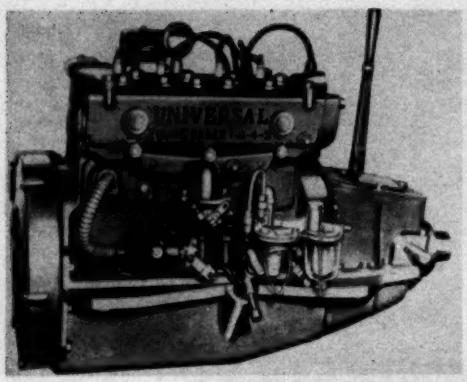
RAYTHEON
MANUFACTURING COMPANY
EQUIPMENT SALES DIVISION
DEPT. 6470-PM, WALTHAM 54, MASSACHUSETTS

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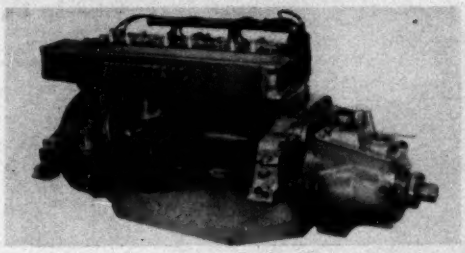
RAYTHEON PRODUCTS INCLUDE:

MARINERS PATHFINDER* radar; Submarine Signal FATHOMETERS*; Marine radiotelephones; WELDPOWER* welders; Voltage stabilizers (regulators); Transformers; RectiChargeR* battery chargers; RectiFiteR* battery eliminators; Sonic oscillators for laboratory research; Standard control knobs; Electronic calculators and computers; Television receivers; Radio, television, subminiature and special purpose tubes; MICROTHERM* diathermy and other electronic equipment.

*Reg. U. S. Pat. Off.



Atomic Four Model UJ, direct drive, electric starter model, 4 cylinder, 25 hp, 3500 rpm.



Universal Super-six Commodore, 145 hp, 3200 rpm, direct drive, with hydraulic finger control.

light weight, and smoothness, the Atomic Four is available with either magnetic ignition or electric starter. Its unusually small size gives this motor many new and interesting applications, and its smooth, quiet operation has won it a host of friends.

A faithful friend to thousands is the 95 cubic inch piston displacement Universal Utility Four, developing 25 horsepower at 2500 rpm. Offered with either magnetic ignition or electric starter, there are both direct drive models and models equipped with the exclusive Universal silent herringbone reduction gears. This motor has long been a favorite of skippers of auxiliaries, small work boats, fairly heavy open craft, and small runabouts.

Next in the line is Universal's 45 horsepower Blue Jacket Flexifour, for fast runabouts, cruisers, launches, and auxiliaries. With 99 cubic inches piston displacement, it develops its 45 horsepower at 3800 rpm.

The big, 50 horsepower Super-Four is the work horse in the Universal line, with a 149 cubic inch piston displacement. Combining rugged construction, easy accessibility, and economy, it provides reliable, smooth operation for medium and heavy runabouts, open boats, cruisers and auxiliaries.

The speed demon in the Universal line is the famous Blue Jacket Racer, turning up 75 horsepower at 4500 rpm. A light (only 327 pounds) four cylinder engine with a 130 cubic inch piston displacement.

Newest in Universal's line for '52 are their series of 340 cubic inch piston displacement Super-Sixes. Two series are offered, the 145 horsepower Commodore series for fast open boats, express cruisers, and fast hulls, and the 130 horsepower Stevedore series for fishing boats, work boats, and other heavy craft where sustained operation is the rule for long periods of time. An important feature of the Universal Super-Sixes is their short over all length. They are offered in a choice of reduction ratios and with conventional or hydraulic finger-tip reverse gears.

The Super-Six Commodore series develops its maximum horsepower at 3200 rpm, while the Stevedore series operates at a maximum of 2800 rpm. All Universal Super-Sixes are equipped with the 12-volt ignition. Full length water jackets; removable precision shell bearings; counterweighted, counterbalanced seven-bearing crankshafts, and built-in hand sump pump are included among many other features. For commercial fishing and work boat service, the Universal Super-Six is built with front end Twin Disc clutch and power takeoff.

In the 260 cubic inch piston displacement class Universal offers the Cruiser Six and the Sea Lion Six, both prominent engines in the line.

For skippers seeking a higher speed engine, the Sea Lion Six is offered, developing 110 horsepower at 3400 rpm.

For boat owners with a weather eye out for economy, and who prefer the smoothness of a six cylinder 100% marine motor, Universal offers the Blue Jacket Six.

New Models of Electronic Products

The Marina Mart of Seattle announces two notable additions to its complete lines of electronic products for 1952. One is a new and improved model of Photo Electric Pilot for which this concern is distributor, and the other a 1952 advanced model of Fisher marine radiophone.

The new Photo Electric Pilot Model 52 is a heavy duty unit especially designed for automatic steering on fishing and work boats. The features of this newest member of the already famous line include a rugged and heavier duty power unit and also the enclosure of all electronic parts in a separate cabinet. A new type of binnacle assembly with many improvements increase efficiency on this as well as on all models of Photo Electric Pilots. Plug-in relay units and other simplified features make for ease of maintenance and assure the owner of long and carefree operation. Course changer and power steering are also available with this new unit at the option of the owner.

The new addition to the Skipper line of Fisher radiophones which has come out with the new year is now on display at Marina Mart. It is a 45-watt phone and embodies all the ruggedness of construction and dependability that is always found in Fisher models. The set's compactness makes it an especially valuable addition to the line and a real boon to yachtsmen and workboat owners who are looking for lots of power but have restricted space for such equipment.

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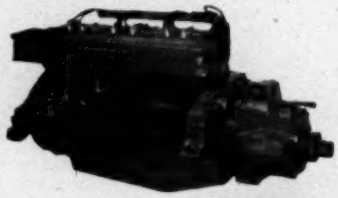
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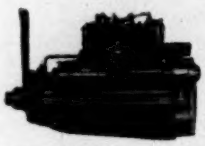
Super Six. Far ahead in performance. Shortest, smoothest in its class. 145 and 130 h.p. models, with Universal Finger-tip Hydraulic Reversing.



Cruiser Six. Has the 100% marine features you want for long, low-cost service. 90 flashing h.p. Other 6-cylinder models of 60 and 110 h.p.



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Atomic Four. Fast becoming America's favorite small four. It's the shortest 100% marine motor in its range—25 h.p. in a mere 26". Other Universal 4, 2 and 1-cylinder models, 8 to 73 h.p.

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No. Cal. Outboarders Re-elect "Buck" McKinney

The Northern California Outboard Association has re-elected a former commodore to head the group for 1952 activities, B. J. "Buck" McKinney of Napa, California. McKinney was commodore from 1946 through 1948. Other officials elected for 1952



B. J. "Buck" McKinney, commodore for the Northern California Outboard Association, 1952.

are Joe Gomes, Marysville, Calif., vice commodore; Frank Lang, San Francisco, rear commodore; Alton A. West, Vallejo, re-elected secretary-treasurer; Jack Dempsey, Richmond, counselor; B. R. Belvel, Napa, measurer.

The Association recently presented high-point trophies for 1951 to the following: Bud Wiget, Concord, C Racing Hydro; Les Morton, Woodland, C Service Runabout; Glenn Burke, Chico, C Service Hydro; Frank Kennedy, Del Paso Heights, C Racing Runabout; Frank Lang, San Francisco, F Runabout; Vic Antink, Concord, A Hydro; Harry Baliel, Clarksburg, F Hydro; Tim Reeves, Chico, E-U.

Bud Wiget, who probably has lost count of his records and trophies, was awarded the Revite Trophy, for amassing the highest number of points in any one racing class in the NCOA regattas. The Millett Good Sportsmanship Memorial Trophy, one of the most coveted in racing circles, was awarded to Frank Kennedy of Del Paso Heights for being just that, "A good sportsman!"

Two definite racing dates have been determined for the NCOA: The Oroville Regatta at Oroville, Calif., on Feather River, May 18; the Donner Lake Regatta, sponsored by Donner Lake Hotel, Truckee, July 6.

Morrow Elected Commodore

The Sacramento Speed Boat Assn., with clubhouse headquarters in Sacramento, has elected John L. Morrow as commodore for 1952; vice commodore, Floyd Vance; rear commodore, George Beach; port captain, Jack Baker; Frank Astle, sgt. at arms; and Carmel Paczoch as secretary.

The club has been honored by election of one of its members, Frank Kennedy, to receive the Ernie Millot Good Sportsmanship Trophy, a national award, for 1951.

The club has formed a woman's auxiliary, headed by Mary Bach as president, Ruby Opdyke as vice president; Marily Simmunich, secretary; and Margaret Jacinto, treasurer.

The SSA is one of the few clubs in the country to have members winning U. S. #1 in the Crackerbox class two years in a row. In 1950 George Gerlinger, *Miss Beverly*, brought the title of U. S. #1 to the SSA. In 1951 it is Ed Brown with the record breaking *Bouncy Barby* (Salton Sea) who earns the right to carry U. S. #1 on his Crackerbox.

Cruise to Suisun

The Fort Sutter, Sacramento, Calif., Yacht Club, will open its season in March with a cruise to Suisun. Last year, the cruise was so successful, according to Clark Ballard, secretary of the club, that members decided on a repeat.

The mayor of Suisun, the judge, and many other townspeople were on hand to greet the fleet when it arrived, as well as a Standard Oil Co. truck with gas to refuel the cruisers.



Officers of Oregon Outboard Association for 1952: Ray McKean, Portland, vice commodore; Harris Queda, Troutdale, Ore., commodore; Margie Lampkin, Camas, Wash., secretary-treasurer; Al Wyman, Oregon City, sergeant-at-arms. Trophy winners during 1952 season, presented at OOA commodore's ball, January 19. Standing, Claire Haines, holding the high point trophy won by Charles Afdem, Olympia, Wash.; Ted (Rockey) Stone, Willamina, with trio of Salton Sea trophies presented at the ball; Wilbur McDonald, Willamina, with high point utility trophy. Seated, Ray McKean, Portland, bell-diver trophy; Jerry Lampkin, Camas, screw-driver trophy.

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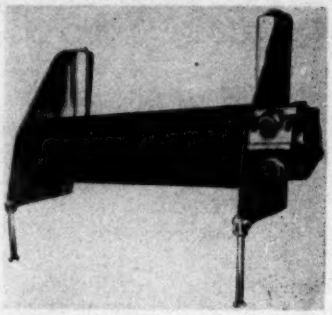
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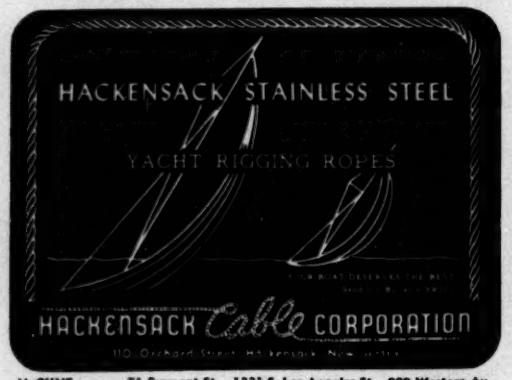
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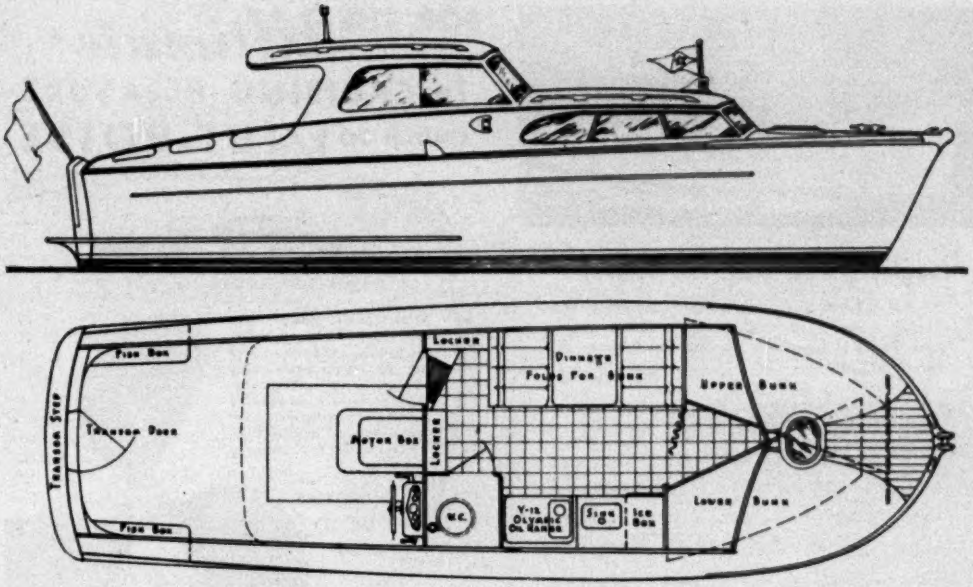
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This Boatbuilder's Own Cruiser Has Hydraulic Troll Drive

NICK REINELL, the Marysville, Washington boatbuilder, who probably has as many outboard-type sport fishing boats providing pleasure to owners on western waters as any builder of small craft, is diverting his time enough these days to have his plant build him a 28-foot cruiser.

Nick's craft will be the *Nix Joy III*, 28 feet long, with a 9-foot beam and a 2-foot, 8-inch draft. The boat has been designed by Edwin Monk, naval architect, and can be seen in the accompanying plan illustration.

The *Nix Joy III* is of the Monohedron bottom, similar in shape to the 26-foot cruiser shown in plan-form on page 36 of the January issue of *Pacific Motor Boat*. It is the same bottom that is used on the *Nancy-Kay* which appeared on the November 1951 cover of *PMB* and belongs to Ed Reinell, son of the builder, who is in business with his father.

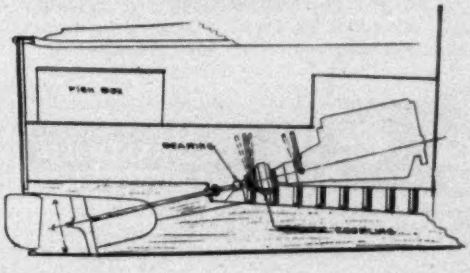
"It has been found to equal the V-bottom in performance over a measured-mile course, but it does not pound in rough-water going," comments the designer.

A special feature of the *Nix Joy III* is the hydraulic trolling drive which is shown in the small drawing on this page. This special trolling drive was devised by A. E. ("Duke") Young, prominent Pacific Coast sales engineer for the Twin Disc Clutch Co., who makes his headquarters at Seattle. Several of these drives have gone into pleasure boats and the first one received its shake-down tests several years ago in the cruiser belonging to Fred Dobbs, Coolidge Propeller Co., Seattle.

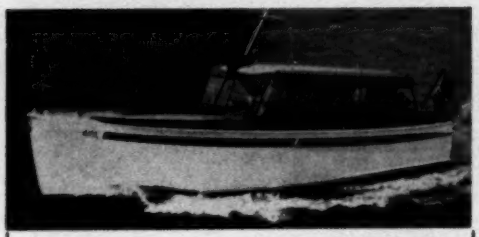
"It enables the motor to run at approximately 1000 to 1200 rpm's and at the same time have the propeller turning at only ¼th down to 1/5th of this speed," states Ed Monk. "This eliminates the damaging effect of trolling for long periods at slow speeds with the modern high-speed gas engine. It also eliminates the necessity of tuning the motor perfectly to enable the operator to troll satisfactorily without dragging a sea-anchor of some type, like a bucket, to slow the speed of the craft."

The engine selected for this cruiser is a Chris-Craft, Model ML, which is a 145-hp gasoline engine. The engine was purchased through Bryant's Marina, Seattle.

The craft will be planked with Western red cedar top sides and ¾ inch mahogany below the waterline. Keel is fir and the cabins are mahogany finished bright. Many of the features of the boat are to owner Reinell's ideas including the anchor roller built into the stem ahead; also the arrangement of the boat and the interior cabin styling.



Here is a sketch of the hydraulic trolling drive discussed in the adjacent plan-article.



Flagler's Top Buy For March:

40-foot Wheeler Sunlounge cruiser, Twin brand new Chrysler engines, hydraulic controls, radio-tel., autom. heat, Photo Electric Pilot, excellent condition in and out — $17,500.

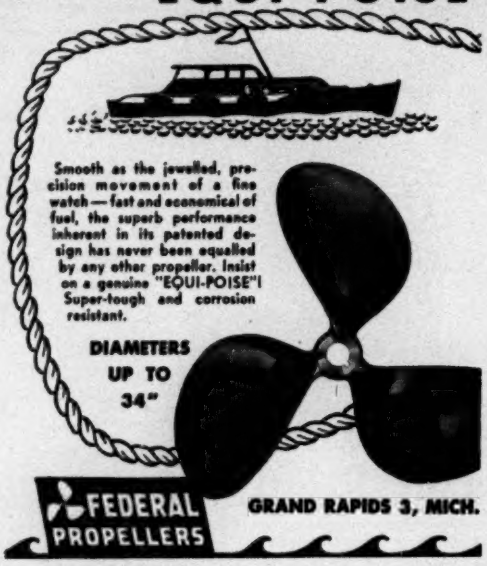
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Southern California Yachting Assoc. Rides Out a Stormy Sea

THE sprawling Southern California Yachting Association has come to the end of probably the most fitful session in its 30-year history. Plagued by sporadic attendance of the 28 member clubs and shackled to inertia by long-standing discontent, the Association wound up the year with cohesive action at a minimum.

Playing to overflow crowds at the December and January meetings, SCYA broke into two heated camps over a proposed amendment to the by-laws. Deducing from past events and future aspirations that SYCA wasn't established on a sound operating basis, the Los Angeles Yacht Club and Newport Harbor Yacht Club sponsored an amendment that would divide SCYA into two groups of clubs—those with the money and facilities and interest required to hold boating events and those without. The former were to be called "Class A" clubs and they were to have a voting advantage in SCYA; the latter were to be classified "Class B" clubs.

It developed at the outset of the December meeting that nearly all the copies of the proposed amendment disappeared after the SCYA secretary had them prepared for mailing to the member clubs and their delegates. Though Association secretary Allan was quickly cleared of any indiscretions in the matter, the fact remained that 80% of the clubs had received no notice of the proposed change in the by-laws. Thus, most of the delegates couldn't intelligently represent their clubs on the issue. In the pragmatic and impassioned harangue that followed this disclosure it was decided that, club preparation and authorization not-with-standing, the delegates would discuss the amendment and vote on it.

Launched in this manner on a stormy and obstruction-strewn sea, the fortunes of the good ship *Amendment* were blasted before the vituperative winds of delegates, the vast majority of whom spoke for clubs they didn't represent over an amendment they hadn't seen. If there was obvious value in the observations supported by the two sponsoring clubs, it was lost sight of in fury of the storm.

The good ship *Amendment* eventually went down, a victim of the storm her own unheralded arrival inspired. But whatever else might be said for her outfitting, for the manner in which she was handled or for the ferocity of the winds that blasted her when scarcely a cable's length from her moorings, she had shown herself to be of good basic design and of sound timbers. The very passion of the Elements had proven that.



Shown above are, left, Walt Elliott, Staff Comm. (NHYC) and Staff Comm. John Wells (LAYC), two SCYA delegates figuring in the design of the good ship "Amendment".

The *Amendment* sunk, her supporters, along with some who had assisted in her untimely demise, tourned her passing; and the December meeting broke up with SCYA morale at a new low ebb,

But like all craft of sound design, whether they founder before the wintry gales of the Pacific or the blatant winds of misguided rhetoric, *Amendment* was not long in mourning. After a short period of uneasy hesitation and misgivings, hands quickly volunteered from both camps to fashion a new *Amendment* with assurances that not only can 28 sponsors build an association craft of more winning proportions than two, but can navigate her with far greater ease and success. It should also be pointed out that with all 28 on board, who is to permit the sea to be ruffled by anything more than a clearing westerly?

So it was that at the January meeting, the designers found conditions not quite so oppressive, and the Elements, after meetings with their clubs and boards of directors and members of other clubs, had to admit that the designers weren't as badly mixed up in their table of offsets as they had originally thought. That there was value in the design of the ill-fated *Amendment*, few would contest. Several of The Elements had even more radical departures to suggest.

The storm spent, the foulweather gear was doffed and startled delegates looked around to see what the results had been.

Discounting the virtues and limitations of the amendment and of its relative success if again launched, it was felt something will have been learned from what happened. That the basic injustice worked on the amendment and on the clubs sponsoring it through the manner of its presentation, and the tenor of the meeting where it was brought up and defeated, has indicated to all delegates that something more than a new amendment is needed.

So many feel that a sense of responsibility is demanded on the part of the Yacht Clubs, not only as they are represented on the Southern California Yachting Association, but as they are represented in their own communities; that there is a place for the finest type of leadership for the coming years—men who can not only see and understand the differences between SCYA member clubs, but who can realize that within these distinctions lies the association's greatest strength; that it will only be through intelligent encouragement of the smaller and weaker clubs that SCYA will attain the support of the boating public, and it will be through the encouragement of a united SCYA that "Class B" clubs will become more than "Class B" clubs.

The U.S. Power Squadrons — — 38 Years of Service to Boating

WHEN a small group of New Englanders formed the "Power Squadron of the Boston Yacht Club" back in 1912, few realized that two short years later a national organization would be born. So it was, in 1914, the USPS was founded—38 years later finds a boating fraternity which spreads from Coast to Coast, from the Lakes to the Gulf and even reaches into the Canal Zone, Hawaii and Alaska.

Over 16,000 members of 127 Squadron-units in 17 Districts are pledged to a definite list of objectives:

Establish a high standard of skill in the handling and navigation of yachts;

Encourage the study of the science of navigation;

Cooperate with the agencies of the United States Government;

Stimulate interest in activities which strengthen our Navy, Coast Guard and Merchant Marine.

Individually, all members are charged with the competent operation of their boats; collectively, the well administered organization strives toward the fulfillment of the others.

The prime purpose of the organization is spreading the gospel of good boatmanship — piloting, seamanship and small boat handling. Free public lectures are held, each year, all over the land; the theme is always: "Better boatmen make boating better" and that there is "Safety in knowledge."

In the 38 years of existence, nearly 35,000 men and almost 6,000 women have passed written examinations and have been certified for their proficiency. It is estimated that 236,000 have attended the nationwide sessions. Last year, alone, over 11,000 people attended the free lectures held in 201 locations throughout the U. S., and possessions.

Indicative of the fact that the prime purpose of the organization is teaching rather than accumulating members, is that in 1951 but 2,780 members were admitted of the 11,000 who came to stop, look and listen. Women are not admitted but 713 acquired certificates of proficiency. Membership figures are constant over 1950 but, more importantly, attendance figures are up nearly one-third.

The goal in '52 is not more members, more Squadrons or more Districts. The emphasis will be on more free classes, more frequently and in more localities. People near the coasts, those on or near the rivers and lakes, should all attend the lectures; whether they have or will ever have boats. Recent accidents prove that all passengers should know what they are facing on fishing parties, trips or excursions. The lecture series takes only ten evenings, is fun and there will be one near everyone affected, this year.

The largest corps of volunteer instructors is ready to introduce one and all to "Red-Right-Returning" and all the other elements of the nautical 3R's. No one asks, is asked for or gets a penny—knowledge breeds safety and "Safety is Everyone's Business."

Capt. Jack Senior Retires From Service

Captain Jack Senior, Supervisor of the Northwestern District, U. S. Coast and Geodetic Survey, terminated over thirty-seven years of active service with the Survey by retirement on December 31.

Captain Senior entered duty in the Coast and Geodetic Survey on March 2, 1914. He served as Executive Officer on vessels in the Hawaiian Islands and the Philippines and commanded major survey ships on both coasts of the United States and in Alaska.

Prior to his assignment as Supervisor of the Northwestern District at Seattle in the fall of 1946, he served for a number of years as Chief of the Section of Vessels and Equipment in Washington, D. C. It was under his direction that the plans were drawn and construction completed on the survey ships *Pathfinder* and *Explorer*, which were built at the Lake Washington Shipyards at Houghton, Washington.

Captain Senior is well known in shipping circles in Seattle and his many years of survey experience on the West Coast and in Alaska made him familiar with those areas.

Captain and Mrs. Senior will continue to make their home in Seattle.

Commander S. B. Grenell relieved Captain Senior as Supervisor.

Vancouver Small Boat Wharf Encouraged

Vancouver, B. C., is to have a $1,000,000 fishermen's wharf, but not immediately, according to Canada's Fisheries Minister R. W. Mayhew.

An appropriation for the project in False Creek, near the center of Vancouver, was put through the House of Commons recently, and for a while it was thought that a start would be made in construction at once.

Inquiry brought the explanation that there are two reasons for delay: I. The fact that part of the foreshore required belongs to the Indian reservation area at Kitsilano; 2. Ottawa isn't spending much on new construction unless it can be tied pretty definitely into the defense program.

But Mayhew has told Vancouver interests that Ottawa hasn't shelved the matter indefinitely.



The Commodores' Perpetual Trophy of District 13, United States Coast Guard Auxiliary, for courtesy boat examination being presented for the second time in a row to Seattle Flotilla 21. Left to right: Stillman O. Lupton, Flotilla Examination Officer; Lieut. Commander Morest L. Skaret, USCG; District Commodore Andrew M. Laslovick; Flotilla Commander Chet A. Gibson.

Lcdr. Engell Retires

Lieutenant Commander L. O. Engell retired from 30 years active duty in the United States Coast Guard early December in ceremonies at the Seattle Coast Guard Base where he has been in command since September, 1948.

Following the retirement ceremonies civilian and military personnel of the base gave their former commanding officer, an avid sportsman, a gift of a 12-gauge shotgun inscribed "Presented by shipmates on his retirement." Commodore Andrew M. Laslovick and William H. Biel of the District Coast Guard Auxiliary presented Lcdr. Engell, on behalf of that organization, a clock-radio for his "estimable cooperation and interest in Auxiliary work in the 13th Coast Guard District."

Commander and Mrs. Engell will make their permanent home in Oakland.

C. K. McMillin, Bellingham Port Commissioner

When a vacancy through resignation occurred in the Port of Bellingham, Washington, Commission C. K. McMillin was elected to fill out the vacated term. He is a Bellingham realtor. He replaces Herbert Smith, who resigned because of other business commitments.

John Craig Passes

John F. Craig, 83, founder of the Long Beach, Calif. shipyard bearing his name, died Jan. 5 at his home in Long Beach. He had been in failing health for several years.

After his graduation from Michigan States Normal School, he became associated with his father in the Craig Shipbuilding Co., Toledo, Ohio. He came to Long Beach in 1907 and, with visions of the future development of Long Beach as a harbor, he founded the Craig Shipbuilding Co. At the time of its establishment the Craig yard was the only steel shipyard south of San Francisco. In 1910 he organized the Los Angeles Dredging Co. and the Western Dredging Co. and the Marine Construction Co. When the Harbor Commission was created in 1931, John F. Craig was named chairman, a post he held until failing health forced him to give up the post. He was a charter member of the Society of Naval Architects and Marine Engineers, a commodore of Interlake Yachting Assn.

Surviving are his widow, Edith R. Craig; three sons, John Craig II, James G. Craig and George L. Craig II; and two daughters.



Captain Leonard T. Jones

Captain L. T. Jones Heads Marine Inspection at Seattle

Captain Leonard T. Jones has been appointed officer in charge of Merchant Marine Inspection for the 13th Coast Guard District, with headquarters at Seattle.

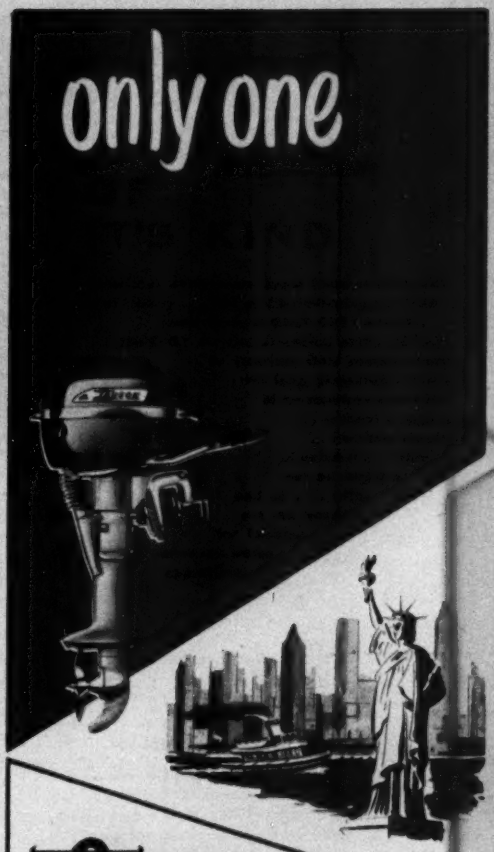
He succeeds Captain A. L. Dickert, who was elevated to chief of the Merchant Marine Safety division several months ago.

Jones previous station was New York where he was attached to the marine inspection office of the 3rd Coast Guard District as senior investigating officer. Before that he had been in Europe, supervising the activities of merchant marine details then stationed in Bremerhaven, Antwerp, Naples, Trieste, Piraeus and London. He entered the Coast Guard service as a seaman in 1925.

Southern California Section

The Southern California section of the Society of Naval Architects and Marine Engineers officers are:

Chairman: John R. Black, principal surveyor for American Bureau of Shipping, 160 E. "F" St., Wilmington; vice chairman: John Marriner, Sales Manager, Craig Shipyard, Long Beach; secretary-treasurer: Robert K. English, 5926 Castana Ave., Bellflower, and executive committee: W. C. Ryan (So. Calif. manager for Joshua Hendy Corp), 612 S. Flower St., Los Angeles; Thomas B. Forster, Forster Shipbuilding Co., Terminal Island; John T. Gilbride, Manager, Todd Pacific Shipyards, Inc., San Pedro and Burt L. Hale, Marine Solvents Service Corp., 124 N. Marine Ave., Wilmington.



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(Continued from Page 13)

scarlet water, caused by some minute organisms, reminded us of the Biblical passage "And the water shall be turned to blood."

Rod's motor chose five miles before La Push to conk out so we towed them into the tricky channel of the Quilayute River, with a lot of trepidation but no trouble except, in trying to dodge dozens of dugouts and outboards at the entrance the *Gypsy's* bow line got caught by the tow line. Nancy swears that it went whisht—and passed by her—supersonic. She was at the wheel as Rod was indisposed, but to this day is highly indignant if we say he was sea sick. (He said it was too much lunch.) The motor fixed, we made the Columbia River easily but just the same happy to be safe inside, especially as we came over the bar just one half hour ahead of a tough four-day NW blow.

Sept. 9, 3:37 p.m.: Splash! Home dock—Canby. Rod made the mistake of bragging that he was the only one who had not fallen in all summer, so we ganged up on him and fixed that in a hurry.

We had so much fun we are going back. See you all in Canada next summer.

New 13-Foot C Runabout

Bud Wiget, champion outboard racer from Concord, Calif., who has just taken delivery of a new 13-foot DeSilva C-racing runabout on which he will use a Johnson motor, has plans for entering a new class. He has ordered a DeSilva B-utility runabout which his wife, Ethel Wiget, will race this summer. Entry into the stock outboard classes is a new thing for Wiget who is known nation-wide for his many record-breaking wins, his last one being at Salton Sea in November, 1951.

Harold Guidi, new chairman of Region 11 of the American Power Boat Assn., has a new DeSilva, a B Utility Runabout, 10.6 by 52-inch, mahogany and plywood.

Spaulding's "Wind Call"

George Spaulding of the Corinthian Yacht Club of Seattle is increasing the power in his well-known Hereshoff ketch—*Winds Call* by the installation of a Universal Atomic marine engine which he purchased from the Pacific Marine Supply Co. of Seattle. His boat was built four years ago by James Chambers of the Edison Vocational school and has been powered with a heavier but slower speed motor.

Jack Campbell Wins San Diego Lightning Championships

In all the San Diego boating area, there is no group more enthusiastic or harder sailing than those comprising the Lightning class sloop fleets.

In the end of November the Coronado Yacht Club sponsored the fifth annual race for the Elmer Muhl Perpetual Trophy for Lightnings. At that coolish time of year any yacht club can expect a waning of interest among small boaters—any, that is, except the San Diego clubs that sponsor Lightning races. A 16-boat fleet turned out this year, one contingent even trailering their boat down from Santa Monica, 130 miles north of Coronado.

The two-day three-race series was sailed over both triangular and windward-leeward courses in lower San Diego Bay. The sky was clear, the sun warm and the wind ran the gamut from flat to fresh. It was ideal stuff for these fast, roomy boats, and they had the bay all to themselves.

Jack Campbell with his *Gee Whiz* pulled from behind on the second of the two days, overcame the spot he found himself in after the light wind of Saturday's one race, and then in the snapping good wind of Sunday afternoon pulled out the stops and picked up a comfortable first place, winning both the last race and the Muhl trophy.

Inboard-Outboard Racing Calendar Region 12

***Stock outboards, Needles, Calif., Feb. 17.**
Stock outboards, Blythe, Calif., April 6.
Stock and racing outboards, Lake Malibu, April 20.
Stock outboards, Santa Barbara Marathon, May 4.
Inboards, Parker, Arizona, May 4.
Stock outboards, Lake Mead Marathon, May 18.**
Inboards, Long Beach Marine Stadium, May 30.
Stock outboards, Yuma, Ariz., June 1.**
Stock Marathon, Fresno, June 8.**
Stock & Racing outboards, Bakersfield, June 15.**
Inboards, San Diego, June 15.
Racing outboards, Long Beach Marine Stadium, June 22.
Inboards, Marine Stadium, July 4.
Inboards, Santa Barbara, July 5.
Stock and racing outboards, Santa Barbara, July 6.
Racing outboards, Marine Stadium, July 27.
Racing outboards, San Diego, Aug. 10.
Stock outboards, Marine Stadium, Aug. 17.
Inboards, San Diego, Aug. 17.
Stock outboards, San Diego, Aug. 31.
Inboards, Marine Stadium, Sept. 1.
Stock outboards, Bakersfield, Sept. 14.
Inboard, San Diego, Sept. 21.
Stock outboards, Colorado River Marathon, Oct. 5.
Inboards, Marine Stadium, Oct. 12.
Stock outboards, Blythe, Calif., Oct. 26.
Inboards, stock and racing outboards, Salton Sea, Nov. 8-11.

****Tentative.**

Ionic Sailing Club Changes Name

The Ionic Sailing Club, Stockton, Calif., has changed its name to Stockton Sailing Club, according to Bob Armstrong, ex-commodore. The reason for the change of name is that the new name identifies the geographical location of the club, and cuts down on the number of explanations needed as to exactly where the Ionic Sailing Club was located.

New officers of the Stockton Sailing Club (ex-Ionic) are Bill Barnett, commodore; Raymond Drew, vice-commodore; Dr. David Stadtner, rear-commodore; Fred Bacigalupi, treasurer; Phil Newton, secretary; Bob Soderberg, port captain; and Bob Armstrong, director.

"Marijean" Goes South For Sport Fishing

The yacht *Marijean* last month left Vancouver for six weeks of sports fishing on the banks off Cocos Island.

The 235-ton yacht is owned by H. R. MacMillan, chairman of the board of British Columbia Packers, Ltd., of Vancouver. With a party of friends, he joined the craft at Mazatlan.

MacMillan was fishing from the *Marijean* off the coast of Costa Rica last March when he abruptly had to end his winter fishing cruise upon receiving word by radio from Ottawa that he had been appointed Canadian representative on the Defense Production Board of the North Atlantic Treaty Organization.

New Universal for "Tattle Tale"

Tattle Tale, the 38-foot cruiser owned by Thomas H. Shannon of Seattle, has been overhauled by the Union Machine Works and a new power plant, a 145-hp Universal 100% marine engine has been installed in place of an older motor, giving the boat considerable more speed. The engine was purchased through the Pacific Marine Supply Co., Seattle.

Will Vivian's New Pleasure Cruiser

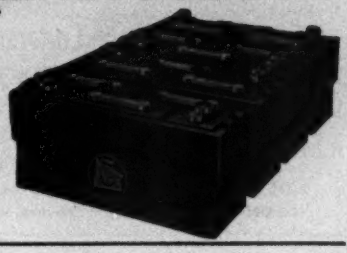
An all-weather yacht built along west coast trawler lines but intended primarily for pleasure cruising is *MV Paul Jane*, the 52-foot vessel recently launched by A. C. Benson Shipyards, Vancouver, B. C., for Will Vivian, head of Vivian Engine Works.

The power plant is a Vivian diesel, expected to give a cruising speed of about 10 knots an hour. Hull and deck planking are of yellow cedar, with mahogany in abundance above decks.

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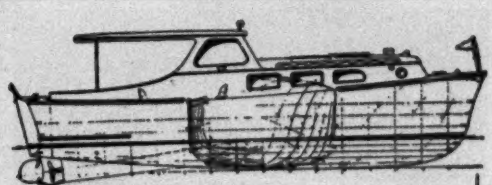
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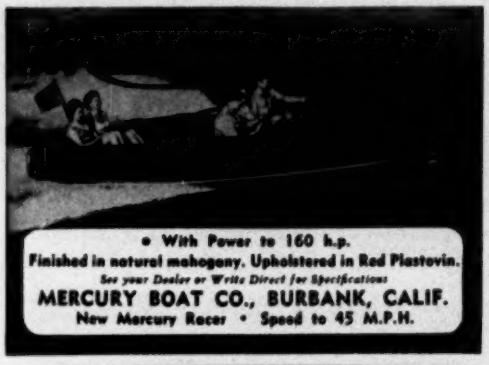
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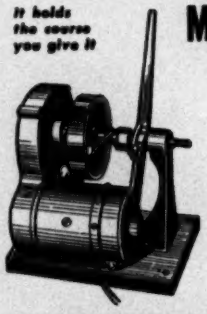
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Port Leaders Named To Small Boat Committee

Six California port leaders have been appointed by Dudley W. Frost, president of the Oakland Board of Port Commissioners, and president of the California Association of Port Authorities, to serve on the small boat committee of the California association during the coming year.

Members of the association at the annual meeting of the organization at Long Beach this fall voted to maintain the existence of the committee to study small boat operations as part of the activities of California ports.

As a result of this action, Frost has re-appointed John F. L. Bate, port director of the Port of San Diego, as chairman of the committee. Other members of the committee are: E. F. Manning, traffic manager, Port of Long Beach; A. O. Pegg, Los Angeles Board of Harbor Commissioners; Arthur H. Abel, Port Manager and Chief Engineer, Port of Oakland; E. E. Ferrari, Port Director, Port of Stockton; and Ralph D. Sweeney, president of the Los Angeles Board of Harbor Commissioners, and vice president of the California Association of Port Authorities.

California Ports Organize Small Boat Committee

Dudley W. Frost, president of the California Association of Port Authorities, and president of the Oakland Board of Port Commissioners, has named a committee of six to serve on the small boat committee of the Association in 1952.

John F. L. Bate, port director of the Port of San Diego, is chairman. Other members are E. F. Manning, traffic manager, Port of Long Beach; A. O. Pegg and Ralph D. Sweeney, Los Angeles Board of Harbor Commissioners; Arthur H. Abel, Port of Oakland; and E. E. Ferrari, Port of Stockton.

Moorage and service facilities for workboats, pleasure craft, and commercial fishermen are maintained at all public owned port properties in California, as well as at most Oregon and Washington ports.

David Walsh Passes

David Walsh, 53, nephew of the well-known boat builder Matt Walsh, and for 25 years yard superintendent of Forster Shipbuilding Co., Terminal Island (formerly Garbutt-Walsh) passed away Nov. 26 after a brief illness. Walsh, a resident of San Pedro, was born in Nova Scotia in 1899.

Jack Nolan, employed by the Forster yard since 1945, has been appointed Walsh's successor.

Oakland Acts to Protect Sovereignty of Docks Area

The Oakland City Council has petitioned the Congress of the United States to adopt legislation giving the various States title to lands beneath the navigable waters within the States and to the natural resources in these lands.

Mayor Clifford Rishell introduced the resolution, which, he said, was endorsed by the California League of Cities and by the American Municipal Association. He pointed out that Oakland "has a vital interest" in the legislation because of its long waterfront on the Oakland Inner Harbor and San Francisco Bay.

The resolution said in part:

"Resolved: The City of Oakland, by and through its City Council, does hereby petition the Congress of the United States to act favorably upon and adopt S. 940 or H. R. 4484, pending in the 82nd Congress, or similar legislation designed to accomplish the objects and purposes aforesaid; and be it

"Further resolved: That the Congress of the United States is urged to reject and defeat any legislation which by provisions will authorize any Federal department or agency to grant leases on or exercise any proprietary right in or to the aforesaid lands lying beneath navigable waters within the boundaries of the States, or in and to the natural resources within such lands and waters."

Moss Landing Gets New Basin, Moorage

A dredging program is being completed for a small boat basin and mooring facilities at Moss Landing, California.

Work to be done on the lagoon north of the harbor entrance includes dredging of 104 million cubic yards and the building of mooring slips for small boats. The narrow arm, extending from the harbor entrance will be 1500 feet long and 100 feet wide. The mooring basin will be 450 feet long and 300 feet wide. It will have floating slips on each side, and floating and fixed landing float and pier.

Also planned for Moss Landing is the development of the south arm of the harbor entrance to allow mooring facilities for barges, which will deliver gas and oil to new Texas Company storage station. The Union Oil marine service pier has been extended and Standard Oil Company has enlarged its facilities. Other improvements include completion of the Elkhorn boat house and facilities for sport fishing and boat rentals.

Electronics Serve Well In Late-Season Fishing

Sportfishing boats out of Los Angeles-Long Beach harbors are finding recent installations of Fathometer Cadets useful in late season fishing. Bill Rice's *Sunshine II*, San Pedro, now has such a set, designed to meet the requirements of the small boat owner which eliminates the need of making holes in the boat's bottom. The *Garey*, a bait-hauler, also has a Cadet aboard. She is owned by Ralph Davis of Torrance. Harbor Sport Fishing Company's *Standard* now has a Cadet as has the *El Redondo* of Redondo Sport Fishing Co., Redondo Beach.

And the yachts *Cecilia* and *Myna*, the latter owned by Ben Landis of Santa Monica, with a 1080A set, have received Fathometers.

The *Gi Gi*, Howard Miller, San Pedro, is fishing with a Cadet, with a range of 1 foot to 160 feet.

The sportfisher *Sea Biscuit*, out of Balboa Pavilion, Newport Beach, is ready for the spring season with a new Fathometer Cadet installation made by Butcher's Radiotelephone shop at Newport Beach.

Meet Your Marine Dealer . . .

(Continued from Page 9)

of ourselves and our customers; (h) in general "to carry the torch" for the benefit of all of our members—and for countless non-members—far better than any one of us could do it alone.

"(2) Bear in mind that in union there is not only strength, but cumulated experience, wisdom, judgment, and—most important—momentum to carry through. By cooperating with others whose interests are the same as ours we gain all these things,— and *lose nothing*.

"(3) Remember that NMI's activities are generally long pull efforts, not mere day by day incidents. Results come so slowly they are not always perceptible, but "patience has its reward," as it usually does in every line of human activity, and there is already a good record of achievements behind us, — and very few failures.

As we think of these things it seems to me every member should have ideas of how to keep our organization active, aggressive, and useful to all of us, and one of our jobs is to see that these ideas are brought out in our meetings, developed and turned to good effect whenever possible."

Yours truly,

(s) A. V. Evans



In the midst of the pleasure boats of Alamitos Bay is the Wilson Marine Repair barge which is stationed in the Long Beach bay area during winter months and at Avalon, Catalina Island, during summer cruising season. The hoist for lifting an engine from a boat is located on the right-hand side of the barge.

The Floating Wilson Marine Repair Barge

IT is said of C. Q. Wilson that he takes such good care of his own boat and engine that friends and other boat owners soon began turning to him for advice and repair and service on their own craft.

As a result Wilson has developed something rather unique, a floating marine repair barge, a "trouble-shooter," which he anchors at Avalon, Catalina Island, in the summer and in Alamitos Bay, Long Beach, his home, during winter months.

The barge is towed to Catalina and returned by Wilson's 38-foot General Motors-powered cruiser, *Sea Que*. Wilson will service a boat coming to his barge for repairs or, using a 14-foot plywood boat, with a Martin outboard motor, he can tow an ailing craft to his barge from its mooring or pier, either at Catalina or in Alamitos Bay.

On the barge is a complete machine shop and a hand-operated hoist which is capable of removing an engine from a boat docked alongside to the barge for repairs. On the barge, too, is a 110-volt Onan generating unit and an air compressor. Recently the Wilson repair service has been appointed a Chrysler marine engine sub-dealer. Boat-owners, both pleasure and commercial, making their summer headquarters at Catalina, have found Wilson's emergency service invaluable.

Wilson, a boat owner for 15 years, was employed as a machinist in the Al Larson yard on Terminal Island. Then work he was able to do on some 15 to 20 rental boats at Catalina brought him a special assignment for winter overhaul on the island. Later he worked these boats during their heavy summer seasons. A great booster for dredging and extension of Alamitos Bay to make of it an outstanding Marina, Wilson as a master machinist, teaches adult education classes in his field in Long Beach.

A word about the barge. It was built as an amphibious air transport and was assigned to Catalina airplanes at Long Beach. After reconstruction at the Long Beach airport a Pacific Towboat & Salvage tug put her into the water at Long Beach for Wilson who towed her to Alamitos Bay.

In working on larger boats at Catalina, shaft and rudder repairs, etc., Wilson employs a diver at Avalon to remove underwater parts. This will be his third season at Catalina.

Crofton Makes Changes In Southern Cal Services

Crofton Diesel Engine Company, Southern California General Motors marine distributors, discontinued as such at San Diego on February 15, but remained the same at Newport Beach and Los Angeles harbor.

At San Diego the firm became General Truck & Engine Company, located at foot of 8th ave., moved from the Fishermen's Wharf location. Head of company is Burke Crofton.

At the new location, which has a building 70 by 355 feet, will be sold and serviced GMC trucks as well as GM Detroit Series 6-71, etc. marine diesels; as well as expanded service on Michigan wheels, S-N gears and Crofton diesels.

Newmark Specialties Acquires Johnson Co.

Two of the southland's most enterprising marine operators—Steve and Warren Newmark — have recently taken over the Johnson Specialties Co. in Wilmington. Adding a number of specialty marine lines for both the pleasure boater and the commercial boat operator following remodeling of the store, they are now in the supply business under the name of the Newmark Specialties Co., Inc.

Their reputation in the marine line of business has been established through their five years of operation of Yacht Centre, a large anchorage and brokerage establishment at berth 204, Wilmington. They will, according to Steve Newmark, continue operation of the anchorage and will handle the Newmark Specialties Co. as a separate concern.

Among the lines to be handled will be Wisconsin Air Cooled engines and



Steve (left) and Warren Newmark, partners in the Yacht Centre brokerage and anchorage in Wilmington, have recently taken over the Johnson Specialties Co. of that city and have renamed the concern Newmark Specialties Co., Inc.

parts, Continental Air Cooled engines and parts and specialty lines including bearings, belts and sheeves, oil filters and heat exchangers, hose, centrifugal and displacement pumps and parts, batteries, Marine hardware including blocks, line and miscellaneous fittings will be handled, as in the past through the store connected with Yacht Centre.

They will also act as Gray Marine Engine dealer for the Los Angeles-Long Beach harbor area.

⚓ ⚓

Sea Boat Co., Costa Mesa, has ordered two Nordberg Knights from the H. G. McKinney Co., Wilmington, to power two new sportfishers the yard is building.

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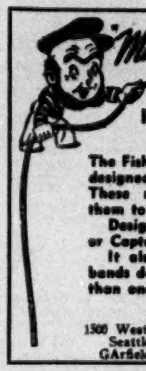
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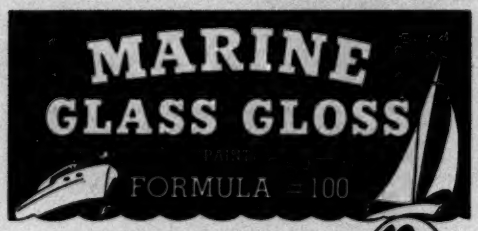
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ECON-O-Power Conversions for all model Ford and Jeep engines. Free catalog. Lehman Manufacturing Company, 972F Broad Street, Newark 2, New Jersey.

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Build your own boat from tried and proven plans from an old time designer, good wholesome sea boats with no ginger bread. Plans for sport and commercial purposes from 10' to 55'. Paper patterns for a few. Ed Monk's 20' utility, 22' keel sail, 25' V-cruiser, 32' and 36' V-cruiser, 19' skip jack, 24', 32', 36', and 40' double ended fish boats. Designed by Quent Williams.

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Life Jacket, Kapok, Orange color	$ 3.75
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Convertible Boat Tops

STOCK SIZES TO FIT OUTBOARDS-INBOARDS—Furnishes protection from Hot Sun, Rain or Spray, and is quickly lowered by releasing two strap fastenings. Folds flat either forward or backward when not in use and can be set up in a jiffy. Can be furnished with quick detachable front and side curtains fitted with plastic windows, all easily snapped on from inside the boat, even while under way. Write for circular.

RUPERT'S 18405 Aurora Avenue Seattle, Washington

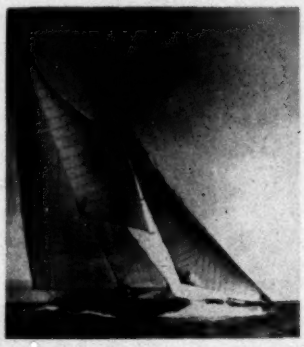
HURRY — SURPLUS GETTING SHORT

Boat heaters, spark plug fan type Stewart Warner #794 E	$12.00
Blowers, explosion proof, save your life & boat 4" 6-12 volt	12.00
Bilge pumps, new, all brass, Navy bulkhead type 1½" outlet	13.00
Binoculars, guaranteed, send for circular, 7x50—$29.75; 6x15	14.95

We have air tools of all kinds, chain hoists 1 to 10 tons, pulley blocks, emery wheels, taps, drills, reamers, caulking mallets, roping palms, ship augers, machine screws, fire extinguishers of all kinds, air and fire hose.

WASHINGTON K-D BOAT CO.
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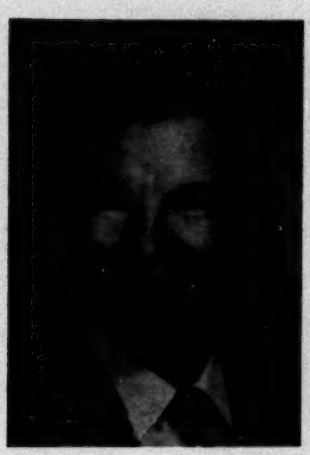


67-ft. Lawley-built Staysail Schooner in excellent condition. Her specifications are of the highest and she was built in the best yacht practice. Fastenings and fittings are of bronze and stainless steel. She has a 14-ton lead keel and is double-planked with Alaska Cedar and Honduras Mahogany. Sails are by Ratsey and include all canvas necessary for racing. Entire boat will pass rigid survey. A fast and able boat that is ideal for ocean racing or cruising anywhere!

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For Additional Details Contact:

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MElrose 0164



Webb Hurt, recently appointed sales manager for Shepherd Marine's San Diego store.

Shepherd Marine Advances Webb Hurt in Sales

Shepherd Marine (formerly Shepherd Diesel Marine) Los Angeles and San Diego, recently announced personnel changes. Webb Hurt has been appointed sales manager for San Diego operations. He has come up through the Shepherd organization and is well experienced in machinery work. Roger Sloan is the new store manager. He has been a member of the Shepherd staff at San Diego for two and a half years. Perry Hardin and Frank Chalupnik continue in their work as parts and service managers, proven specialists in their fields.

Flagler's Boat Sales

Jack Flagler, who operates Flagler's Boat Sales at 1542 Westlake No., Seattle, offers courtesy Coast Guard safety inspections and 1952 stickers at his sales center. Jack is a member of the Seattle flotilla.

His boat sales offers marine brokerage and buying and selling sport cruisers, sail boats, fishing boats and work boats.

Interstate Tractor Makes Personnel Changes

Byrle H. Hunter, vice-president in charge of the Portland store of Interstate Tractor and Equipment Co., Caterpillar distributors, has been named to the position of executive vice-president.

Collis Johnson, President, who made the announcement at the firm's January convention in Gearhart, Oregon, said that the board of directors created the position at a recent meeting and delegated it with authority as general manager of operations of the company, a home-owned heavy machinery sales and service organization.

Mr. Thos. McNeill, Salem Store Manager, who was elected vice-president and director last April will replace Mr. Hunter as Portland Store Manager.

Mr. E. F. Holmes, Longview store manager, takes over management of the Salem Store. He began with Interstate in sales work in 1945 and has been Store Manager since 1949.

Louis A. Zanon, Portland Territory Manager, moves up to the managership of the Longview Store.



Thomas McNeill, newly elected vice-president of Interstate Tractor and Equipment Co., and now in charge of its Portland store.



John R. Heggem, appointed by NC Marine to new position of General Service Manager for Caterpillar equipment.

N. C. Co. Appoints Heggem As General Service Manager

Truman Sage, General Manager of the Machinery Division of Northern Commercial Company, announces the appointment of John R. Heggem to the new position of General Service Manager on Caterpillar equipment. Heggem will supervise Caterpillar service not only for N. C. Marine in Seattle and western Washington but also for the seven machinery branches in Alaska and the Yukon Territory. Headquartering in Seattle, Heggem will make periodical visits to Alaska for the purpose of facilitating and supervising Caterpillar service, assisting local managers with their service problems and contacting owners of Caterpillar equipment. His appointment represents a forward step in Northern Commercial's service to Caterpillar owners in all industries.

Heggem pioneered N C Marine's service facilities to users of Caterpillar marine engines and has spent many years servicing Caterpillar equipment of all types. He is married and has two children.

Ellsworth Seaton will take Heggem's former position as Service Manager at N C Marine, Seattle. He, too, has a long record as service man on Caterpillar equipment.

WORLD'S FASTEST BOATS

A NEW RACER

Champion's AB Utility. Let us build you this sleek racer or you build your own from easy-to-follow plans. Complete selection of APBA hydros, utilities. Send 25c to CHAMPION BOATS for illustrated catalogue. 1524 W. 15th St., Dept. 24, Long Beach 13, Calif. Dealers invited.

FOR SALE: Motor Sailor "Myfolly". 33 x 11 x 6 — double-end hull. Very heavy built. Needs new deck. Best offer over $2,000 takes it. Contact Wolfe Marine Sales, 1005 E. Northlake, Seattle, Wn. Phone ME 5964.

FOR SALE: New, used and rebuilt marine motors, 2 to 500 hp, gasoline and diesel. Complete stock list of popular models. Write for FREE Catalog 160 covering conversion equipment, propellers, reverse gears, fittings and supplies of all kinds. STOKES MARINE SUPPLY, Dept. 11, Coldwater, Michigan.

PAUL W. HILLER
315 AVALON BLVD. WILMINGTON CALIFORNIA
MARINE MECHANICAL EQUIPMENT
TELEPHONE TERMINAL 4-4538

PLANS & FULL SIZE PATTERNS for EDWIN MONK & LORNE GARDEN DESIGN
Dinghys — Sport Fishers — Cruisers —Trollers — Seiners.
Catalog Sheet, 10c. E. H. Thorsen, 3101 Vallette Street, Bellingham, Wash.

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Motor Boat Industry Outlook Bright

The outlook for the motor boat industry is bright, according to Wayne S. Pickell, Chris-Craft General Sales Manager. "The only limiting factor to the greatest sales year in the history of the business is the current regulations restricting the use of the strategic materials.

"Offsetting this, unit-wise, is the terrific increase in demand for Chris-Craft boat kits for home assembly," Mr. Pickell stated. "Orders for kits, already on hand for the first quarter of 1952, exceed the same quarter's 1951 production by more than 400%. These, of course, do not require any scarce material.

"Runabout, cruiser, express cruiser and motor yacht orders, as well as marine engine and outboard motor orders, are currently running ahead of allowable production. At this rate," Mr. Pickell concluded, "buyers will find a shortage may exist before the big June-July selling season arrives."

‡ ‡

Thomson Machine Works, San Francisco, have been appointed exclusive distributors in that area for Naud Aerotrol controls, manufactured by Naud Industries, Seattle; and for Federal flexible marine couplings, manufactured by Federal Marine Motors Co., Chicago.

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Fact is, you can wander all over the chart... with speed, comfort, minimum cost... in a snug and able cruiser *powered by Big Twin!* Furthermore, you can "trailer" your boat *anywhere,* to waters of your choice. Your cruising horizons are *limitless!*

Big Twin is the motor outboard cruising had been waiting for. A motor with abundant power to reel off the knots on substantial cruising hulls. A motor with *Gearshift* for neutral starting and full maneuverability, and engineered for complete remote control. Above all, a motor with *stamina* for trouble-free performance from shove-off to home-again!

In a single season, on coastal and inland waters everywhere, Big Twin has won its place as the motor for practical, low-cost cruising. If you'd like the whole story, see Bryant's Marina! You'll find all the Evinrude Models on display. For any information on the finest in Outboards... write to Bryant's. You can be sure that there's an Evinrude ready to give you the best in Boating Pleasure.



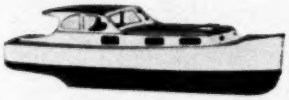
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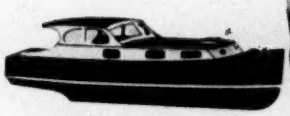
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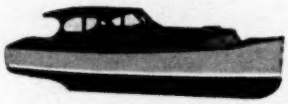




18. A–#294 Oregon Buff. B–#87 Gloss White. C–#220 Semi-gloss White. D–#67 English Blue. E–#26 Interclub Bronze.



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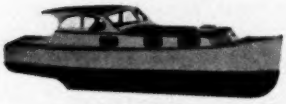
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26. A–#219 Aluminum Gray. B–#284 Silver Gray. C–#235 Vermilion. D–#65 Green. E–#26 Interclub Bronze.



30. A–#289 Miami Tan. B–#224 Ivory. C–#246 Dado Dark Brown. D–#64 Bright Red. E–#48 Supertrop Green.



22. A–#285 Nile Green. B–#298 French Gray. C–#289 Miami Tan. D–#80 Gloss Black. E–#46 Supertrop Red.



27. A–#236 Baltic Blue. B–#87 Gloss White. C–#298 French Gray. D–#64 Bright Red. E–#696 Singapore Blue.



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